REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8,282.—New Series. BOMBAY:—TUESDAY, AUGUST 24, 1875.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half-yearly	35
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... 4 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Rs. 1 0
Each succeeding line	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our general ordinary rates.

Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every week.

The S. S. MALDA, 1,945 Tons, 300 H. P., Commander F. M. Bunge, will be despatched on THURSDAY, the 26th August 1875.

August 1875.		Sept. 1875.	
Leaves Bombay	26	Leaves Negapatam	8
„ Ratnagherry (Kalbadevie Bay)	27	„ Madras	12
„ Cocanada	28	„ Coconada	13
„ Carikal	28	„ Vizagapatam	13
„ Narsapore	Sept. 1	„ Bimlipatam	14
„ Allepie	1	„ Calcutta (Kidderpore)	17
„ Tuticorin	3	„ Vizagapatam	21
„ Colombo	4	„ Cocanada Point	22
„ Galle	5	Arrive CALCUTTA	27

Gentleman, who has left Bombay.

Weather permitting, the Steamer will call at Mangalore, Cannanore, Tellicherry, Calicut, Beypore and Cochin.

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjilletjap, Palembang, Pontianak, Aichem, Padang and Moluccas Islands, to be forwarded by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, and MAHOMERAH.

The S. S. CASHMERE, 1,032 Tons, 200 H. P., Commander R. L. Turner, will be despatched on WEDNESDAY, the 25th August 1875, at 4 P.M.

August 1875.		Sept. 1875.	
Leaves Bombay	25	Leaves Bushire	15
„ Kurrachee	29	„ Mahomerah	15
„ Muscat	Sept. 2	„ Ditto	At P.M.
„ Bunder Abbas	3	„ Bushire	17
„ Linga	5	„ Linga	20
„ Bunder Abbas	7	„ Bunder Abbas	24
„ Muscat	7	„ Jask	25
„ Fao	9	„ Gwadur	27
„ Mahomerah	Oct. 1	„ Kurrachee	Oct. 1
„ Bussorah	Arrive 10	„ Bombay	Arrive 4

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Monsoon, despatch a Steamer to Kurrachee every SATURDAY, at 4 P.M., and an Extra Steamer on every WEDNESDAY, at 4 P.M.

The S.S. CASHMERE, 1,032 Tons, 200 H. P., Commander R. L. Turner, will be despatched on WEDNESDAY, the 25th August 1875, at 4 P.M.

The S.S. KURRACHEE, 510 Tons, 120 H. P., Commander J. Avans, will be despatched on SATURDAY, the 28th August 1875, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£23	£15	£4	Without food.
Suez	26	22	8	
Port Said	33	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14-10	
Marseilles	52	35	14-10	

Including Wines.

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY:—

ASSYRIA, to sail on WEDNESDAY, 1st September, 1875.
SUMATRA, to sail on FRIDAY, 1st October, 1875.
INDIA, to sail on MONDAY, 1st November, 1875.
ARABIA, to sail on WEDNESDAY, 1st December, 1875.
SUMATRA, to sail on SATURDAY, 1st January 1876.
ASSYRIA to sail on SATURDAY, 15th January 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-Class accommodation; and always carry a Doctor and a Steerdess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street,
Bombay, 20th August 1875.

ANCHOR LINE.

BOMBAY TO LIVERPOOL VIA SUEZ CANAL, TO SAIL FRIDAY, 10TH SEPTEMBER.

THE Fine Full-powered Steamer MACEDONIA, Captain Laird, will be despatched for LIVERPOOL on the 10th September. This Steamer has superior First Class and exceptionally good Second Class accommodation, and carries a Surgeon, Stewards and efficient staff of Stewards.

The MACEDONIA may be depended upon to make a quick passage home, and presents a good opportunity for intending passengers.

PARES.	1st Class.	2nd Class.
LIVERPOOL	Rs. 500	Rs. 300
SUEZ	„ 300	„ 200

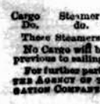
For passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, *via* SUEZ CANAL.

The further Steamers leave TRIESTE on the 1st and BOMBAY on the 5th of every month.



THE following or other First Class Steamers will be despatched from Bombay to Trieste:—

Tons. H.P.

Cargo Steamer DIDO, 1,200, 150, about 5th Sept. 1875.
Do. do. ARETUSA, 2,500, 120, about 5th Oct. 1875.

These Steamers have no room for Passengers.

No Cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company,

A. G. GUMPERT, Agent.
6, Bombay Green, 9th August 1875.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:

Vessels.	Captain.	Tons.	H.P.	August.
PEKIN	W. Woolcott	3777	600	27th—Southampton.
				Sept.
THIBET	C. H. Eastley	2263	400	3rd—Suez, &c.
MIRZAPORE	A. Parish	3763	600	11th—Southampton.
TENASSERIM	A. B. Johnson	2333	400	17th—Suez, &c.
KHEDIVE	J. D. Steward	3742	600	24th—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.
Bombay, 12th August 1875.

ANCHOR LINE.

MONTHLY SAILINGS BOMBAY TO LIVERPOOL VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL as undermenth, and will be despatched from Bombay for Liverpool on or about the dates mentioned. A fortnight's notice will be given of the exact day of sailing.

From	GLASGOW, Saturday.	LIVERPOOL, Saturday.	BOMBAY, Friday,
MACEDONIA	...	...	10th Sept.
			Wednesday,
TRINACRIA	4th Aug.	14th Aug.	25th Oct.
EUROPA	11th Sept.	18th Sept.	10th Nov.
INDIA	9th Oct.	16th Oct.	8th Dec.
M. CEDONIA	6th Nov.	13th Nov.	29th Jan'y 1876.

If inducement offers more frequent sailings will be arranged. All the Steamers of this Line carry a Surgeon and Stewardess, and have superior First Class accommodation fitted with every convenience. They have also exceptionally good Second Class accommodation.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic service.

Fares from Bombay to Liverpool.

		Suez.
FIRST CLASS	Rs. 500	Rs. 350
SECOND CLASS	„ 300	„ 200

A reduction of 15 per cent will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve months of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.
Bombay, 4th August 1875.

NOTICE TO CONSIGNEES.—The Barque CLARA, Captain Middleton, having arrived from LONDON, under GENERAL AVERAGE, CONSIGNEES of CARGO are REQUESTED to SIGN the GENERAL AVERAGE BOND, and to PAY a DEPOSIT of 25 per cent. on the value of their GOODS, on account of GENERAL AVERAGE EXPENSES, to the Undersigned, who thereupon will grant DELIVERY ORDERS on the payment of BILLS of LADING.

Consignees are further requested to take IMMEDIATE DELIVERY of their respective GOODS and no CLAIMS will be ENTERTAINED after the SHIP'S DEPARTURE.

EWART, LATHAM & Co.,
Agents Barque Clara.
Bombay, 17th August 1875.

SALES BY AUCTION.

MENESSE AND COMPANY.

On THURSDAY, the 26th inst. at, Messrs. MENESSE & Co. will hold their usual Weekly Auction Sale at their rooms a quantity of grey and coloured piece-goods, twist, &c.

3 bales grey shirtings.
1 „ Cloth.
3 cases coloured prints.
About 9 dozens Pale Dry Sherry shipped especially for a

MENESSE & Co,
Bombay, 24th August 1875.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome French-polished Rosewood Furniture, best Plated-ware by "Gold-smith's Alliance," rich Pole-screens by "H. Greene & Son," handsome rich, cut Glass-ware, Rose-wood Piano by Squarey & Co., compact Chaises, a first-class English silk Stanhope's Mail Phaeton by "Baker" a Pair of well-matched Carriage Horses, a selected and valuable Library, choice and rare Plants, Wines, Linen, &c., at Cumballa Hill.

On WEDNESDAY, the 25th, and THURSDAY, the 26th inst., at 1 P.M., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place the whole of the valuable and handsome household furniture, carriages, horses, &c., the property of Lt. W. Hawkins, Esq., deceased, the same comprises a very handsome set of glassware for 36 persons, rich dinner, break-fast, coffee and dessert services by "Henry Greene & Son," an oak-wood plate chest complete for 36 persons by "Goldsmith's Alliance," made to order, superior wines, linen, & handsome seasoned blackwood French-polished furniture made to order by "Dewdimps & Co." such as a set of dining table in 5 pieces side-board, dumb waiter, whatnots dining-room chairs, circular, card, pier, and writing tables, easy, prociet and drawing chairs, bedstead couch, cot, cutlery, carpet, curtains, whatnots, 3-opys with marble tops, Tucker's plated 3-light hanging argan lamps, a first-rate musical box 24 prog 12 tunes, rich table ornaments, first-rate chronometh traphs, and artists' drawings in gilt frames, English hat-stands, Anglis brass four post bedstead, camp-cots, dressing washing tables, chairs, couches, cabinets, chest of drawers, a fire-proof safe, by "J. C. and A Lord," di pens-aries, cooking utensils, choice and rare plants, a selection of valuable library, &c.

A first-class English built Sanhope's Mail Phaeton by "Baker" built to order, nearly new.

A pair of handsome well-matched black and chestnut carriage Horses.

Set of brass-mounted double harness, &c.

Catalogues are published, and the property is now on view.

AUCTION SALE of valuable and handsome household Furniture, best plated, glass and porcelain ware, Carriages, Horses &c., at Negpose Sea Road, Malabar Hill.

On WEDNESDAY, the 1st proximo, Messrs. BENNETT & Co. are instructed to publish Auction, at the above mentioned place, the valuable and handsome household Furniture, plated, glass and porcelain ware, &c. the property of W. F. Peel, Esquire.

Full particulars will be given hereafter.

ON COMMISSION SALE.

20 cases of superior Pale Sherry by "Livingston and Niven."

BENNETT & Co.
Bombay, 24th August 1875.

PATENT WROUGHT NAILS

J. J. CORDES & Co.,
The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as
"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" of "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with

"EWBANK'S NAILS,"

he quality of which is so well appreciated as being far superior to that of any other make.

Dee Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

THOMAS D. MARSHALL & BURT'S BOOTS,

POST FREE FROM LONDON TO INDIA.

GENTLEMEN'S BOOTS.

Calf Elastic Walking Boots	Superior in style and excellent in quality.	Finest quality we can produce.
Patent Elastic Dress Boots		
Parade Elastic Boots, patent or Calf		
Balmoral Boots	25s.	35s.
Button Boots		

CATALOGUES POST FREE ON APPLICATION.

LADIES' WALKING BOOTS

Elastic or to Button.

Excellent quality much approved	18s. 6d.
Very superior	21s. 0d.
Finest possible quality	25s. 0d.
Satinette, or Mock Kid Elastic Boots	6s. 6d. and 7s. 6d.
Do. do. with French heels	7s. 0d. and 9s. 0d.
Grey Linen Slippers	3s. 6d.

Every order *accompanied by remittance for the price net*, will be sent POST PAID, and if possible despatched by the first mail after its receipt.

A worn boot or shoe is the best possible guide for the size, and the next best is a paper pattern of the sole of a boot that fits. Pattern boots should be mark d with name of sender, and sent separately from letter and remittance.

Cheques to be crossed Bank of England.

THOMAS D. MARSHALL & BURT,
192, OXFORD STREET, LONDON, W.

ENGLISH GOODS

(Via Suez Canal)

AT CHEAPEST RATES.

D. NICHOLSON & COMPANY,

SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN, India, Colonial and Foreign Outfitters,

50 TO 52, ST. PAUL'S CHURCHYARD,

Corner of Cheapside, London,

ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, and Outfitting List, 60 pages, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

PATTERNS FREE,

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrement,

Household Furniture,	Boots and Shoes,
Musical Instruments,	Wines and Spirits,
Ironmongery,	Ales and Beers,
Fire-arms,	Preserved Provisions,
Agricultural Implements,	Stationery,
Cutlery,	Perfumery,
Carriages,	Books,
Saddlery and Harness,	Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the Office of the *Bombay Samachar* Newspaper, Calcutta.

Terms.—Not less than 25 per cent. to accompany Indents, and balance drawn for at 60 days' sight.

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in value, are conveyed from London to any Post Town in India, at a uniform charge of 1s. 6d. per lb.

Special advantages to Hotel Keepers and Regimental Messes

D. NICHOLSON & CO.,
50, 51 & 52, St. PAUL'S CHURCHYARD LONDON.

NEW ADVERTISEMENTS.

Ready for Sale.

THE NEW INDIAN CUSTOMS' ACT AND TARIFF,

In neat Pamphlet form, 8vo. Demy, 25 pp.

(Revised and corrected from the latest Gazette of India.)

Price—Annas Four.

May be had at the *Bombay Gazette* Office.

NOTICE.—CONSIGNEES of CARGO per S. S. ZANTE, from LIVERPOOL, are hereby notified of the arrival of the Vessel and are requested to PAY FREIGHT for, and TAKE DELIVERY of, their GOODS AT ONCE. No CLAIM (if any kind will be paid after the DEPARTURE of the Steamer, unless previously passed by the Captain.

NESSERWANJEE MANOCKJEE & Co.,
Agents.

CONSIGNEES of CARGO per S.S. MACEDONIA, arrived from GLASGOW and LIVERPOOL, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS.

No CLAIMS for DAMAGE or SHORT DELIVERY will be admitted under any circumstances unless passed by the Captain before DEPARTURE of the Vessel.

W. & A. GRAHAM & Co.,
Agents ss. Macedonia.
Bombay, 23rd August 1875.

THE VOLKART'S UNITED PRESS COMPANY, LIMITED.—NOTICE.—In accordance with a RESOLUTION passed at the GENERAL MEETING of SHAREHOLDERS held on the 21st instant, a DIVIDEND at the rate of Rs. 125 per share will be PAYABLE to the Registered Shareholders of the Undersigned on and after 26th August on products and of SHARE CERTIFICATES.

By Order of the Board of Directors,
VOLKART BROTHERS,
Secretaries and Treasurers.
Bombay, 23rd August 1875.

FRERE LAND AND PIER COMPANY, LIMITED.—Notice is hereby given that at the ORDINARY GENERAL MEETING of the COMPANY called for on THURSDAY, the 2nd day of September 1875, at 3 P.M., the following propositions will also be brought forward:

"That the Special Resolutions appointing Mr. DHURUMSEY POONJABHOY Secretary and Treasurer of the Company, passed at the Ordinary General Meeting of the Shareholders on the 29th July 1874, and confirmed at the Extraordinary General Meeting of the Shareholders held on the 17th August 1874, be and is hereby cancelled."

"That NURSEY KESSOWJEE, Esq., be and he is hereby appointed Secretary and Treasurer of the Company at a remuneration of Rs. 500 per mensem, and that as such Secretary and Treasurer, he shall have the general management of the business of the Company subject to the control of and under the direction of the Board of Directors of the Company."

ધરમશી પુનજાભઈ
ઇ. ઇ. DHURRUMSEY POONJABHOY,
Secretary and Treasurer.
Bombay, 23rd August 1875.

THE FRERE SPINNING & WEAVING COMPANY, LIMITED.—Notice is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the registered Office of the Company in Frere Garden, Fort, Bombay, on SATURDAY, the 11th day of September 1875, at 3 P.M., for the purpose of transacting the following Business:—

1st. To consider a Resolution addressed to the Directors which has been received from certain Shareholders of the Company, and to receive and adopt the views and proposal to be made by the Directors relating to the subject matter of the said Resolution.

2nd. To pass the following Special Resolution—that is to say, that NURSEY KESSOWJEE, Esq., be hereby appointed Secretary, Treasurer and Agent of the Company, in place of Messrs. DHURRUMSEY POONJABHOY & Co., the present Secretaries, Treasurers and Agents of the Company, on such terms as to remuneration as may be covered by Clause IV. of the Memorandum of Association of the Company alienated and assigned to him their appointment, and the commission and emoluments to be attached thereto, and that the said Nursey Kessowjee hold such appointment upon the like terms and conditions as are contained in the Memorandum and Articles of Association of the Company, and as have hitherto regulated the duties and remuneration of the Company's Secretaries, Treasurers and Agents, and so that the said Memorandum and Articles of Association be read and construed in all respects as if the name of the said Nursey Kessowjee were inserted therein in the place and stead of Dhurrumsey Poonjabhoy, and that the person or persons forming the said Firm of Dhurrumsey Poonjabhoy & Co.

By Order of the Board of Directors,
ધરમશી પુનજાભઈ & Co.,
ઇ. ઇ. DHURRUMSEY POONJABHOY & Co.,
Secretaries, Treasurers and Agents.
Bombay, 23rd August 1875.

THE MAZAGON SPINNING AND WEAVING COMPANY, LIMITED.—Notice is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, No. 35, Esplanade Circle, Fort, Bombay, on TUESDAY the 31st day of August 1875, at 3 P.M., for the purpose of passing the following Special Resolution:

That Messrs. COWASJEE and FRAMJEE DINSHAW be and they are hereby appointed Agents of the Company in succession to NURSEY KESSOWJEE, Esquire, the present Agent of the Company who has been appointed by a Special Resolution passed at an Extraordinary General Meeting of the Shareholders on the 9th day of June 1875, and confirmed on the 21st day of the same month, and who has in pursuance of the power conferred by Clause IV. of the Memorandum of Association of the Company assigned and assigned to them his appointment and the commission and emoluments derived therefrom or attached thereto, and that the said Messrs. Cowasjee and Framjee Dinshaw hold such appointment upon the like terms and conditions as are contained in the Memorandum and Articles of Association of the Company and as have hitherto regulated the duties and remuneration of the Company's Agents, and so that the said Memorandum and Articles of Association be read and construed in all respects as if the name of the said Messrs. Cowasjee and Framjee Dinshaw were inserted therein in the place and stead of Dhurrumsey Poonjabhoy, Esquire, and other the person or persons forming the said Firm of Dhurrumsey Poonjabhoy & Co.

By Order of the Board of Directors,
NURSEY KESSOWJEE,
Agent.
Bombay, 23rd August 1875.

NEW SYSTEM OF LIFE ASSURANCE.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (Limited).

Established pursuant to Companies' Acts, 1862-67, UPON NEW AND SOUND PRINCIPLES, FOR NEGOTIABLE, UNCONDITIONAL LIFE ASSURANCE.

WHOLE WORLD RATES OF PREMIUM.

LIMITED NUMBER OF PAYMENTS.

GOVERNMENT SECURITIES, SOLE INVESTMENT.

FIXED MINIMUM SURRENDER VALUE, AND NO LAPSING OR FORFEITURE OF INSURANCE.

No charge for Medical Examination. The Medical Fee is now paid by the Company on all Assurances; the charge which the Company used to make on Assurances under Rs. 5,000 is abolished.

The Bombay business of this Company is now under the direction of the Calcutta Board but investments of all net premiums and interest as prescribed by the Trust Deed are made by the Official Trustee of Bombay to the credit of the Bombay Life Fund as heretofore, and Mr. Loudon's receipts are filed in the office for inspection of Policy-holders. Claims under Policies will still be paid at Bombay.

BOMBAY OFFICE:
4, HORNBY ROW.

POLICIES FOR WHOLE LIFE, SHORT TERMS, ENDOWMENT, AND JOINT LIVES.

Trustee:
OFFICIAL TRUSTEE, BOMBAY.—W. LOUDON, Esq.
Bankers:
AGRA BANK, LIMITED.
Solicitors:
Messrs. HEARN, CLEVELAND AND LEE-WARNER.
Medical Referee:
SIDNEY SMITH, Esq., M. D.

Prospectuses, Tables of Rates, and all necessary information may be obtained on application to

J. SCOTT,
4, Hornby Row. Agent for Bombay.

Total assets held for Policy-holders at date £2,25,000, annual premium income over £50,000.

SPECIAL SHORT ADVERTISEMENTS.

TO LET, the Upper-story of the house No. 3, Church Lane. Apply to EWART LATHAM and Co.

THE PETRIFYING SILICATE PAINTS.

AS SUPPLIED TO
THE ADMIRALTY, BOARD OF WORKS, AUSTRIAN LLOYD'S, WOOLWICH ARSENAL, CUNARD COMPANY, LONDON AND NORTH WESTERN AND GREAT WESTERN RAILWAY COMPANIES, FOR HOUSE, SHIP, AND GENERAL USE,
Manufactured by the
SILICATE PAINT COMPANY, Liverpool,
IN ALL COLOURS,

Have no chemical action of Iron or other Metals, will stand any degree of heat without blistering, I cwt is equal in bulk and will do the work of 2 cwt. lead Paints. See Article in "Engineering," 26th January, 1872.

DAMP WALLS, CHURCHES, &c.

Cured by the Petrifying liquid, at a cost of 2d. to 3d. per square yard. See article in "Builder," 9th March, 1872. For particulars and Testimonials, apply to the SILICATE PAINT COMPANY, Liverpool.

Agents.—Messrs. WHEATLEY, MADDEN & Co., BOMBAY.

NOTICES.

NOW READY.

THE TRIAL AND DEPOSITION OF MULHAR RAO GAEKWAR OF BARODA.

Price, Rs. 3 per Copy.

CONTENTS:

Introduction.
Report of the Baroda Commission of 1873.
Proceedings before the Commission of 1875.
Resolution of the Government of India.
Report of the European Commissioners.
Opinions of the Native Members of the Commission.
Proclamation by the Government of India deposing the Gaekwar.

MEASUREMENT OF PRESSED BALES OF COTTON AND OTHER PRODUCE.—NOTICE is hereby given that from this date the following RULES will come into force:—

1. No Refund of Measurement Fees will be allowed for sums under One Rupee.
2. No claim for Refund will be allowed unless presented within one month from the date of Vessel's Departure.

By Order of the Committee,
J. GORDON, Secretary.
The Chamber of Commerce, Bombay, 18th August 1875.

NOTICE TO CONTRACTORS.—TENDERS are hereby invited for the construction of an IRON BRIDGE (with approaches) over the Tanna Creek.

Copies of Specifications, Conditions and Bill of Quantities can be obtained, and Plans, &c., seen at the Office of F. B. McClaran, Esq., C. E., Assistant Engineer, Northern Konkan, at Tanna.

Date for submission of Tenders has been extended to 31st August, after which date none will be received. No reason will be assigned for the rejection of any Tender.

Tanna, 3rd July 1875.

THE UMBALLA ENGLISH ST. LEGER SWEEP 1875.

TICKETS Rs. 10 (TEN) EACH.
ON THE USUAL TERMS.
Full particulars on Application.
CLOSES ON THE 30TH SEPTEMBER
Apply to HON. SECRETARY,
Umballa St. Leger, Sweep,
UMBALLA
N.B.—PLEASE WRITE LEGIBLY.

GREAT INDIAN PENINSULA RAILWAY.

SLIPS ON THE BHORE GHAUT.

NOTICE is hereby given that in consequence of Slips on the Bhore Ghaut, the Train which leaves Bombay (Victoria) at 6-30 A.M., and is due in Poona at 3 P.M., and the Train from Poona at 9 A.M., due in Bombay at 5 P.M., will not run between Khandala and Karjat until further notice.

Tickets, &c. will be issued by these Trains both on Bombay and Karjat, and between Poona and Khandala only.

The other Trains by which Passengers are carried will run as usual in accordance with the published Time Tables, through Tickets, &c. being issued. But Passengers will have to walk across the Slips as at present, every effort being made, and every assistance given, to make this as little inconvenient as possible.

And no further notice, Fruit, Vegetables, and Perishables as well as Horses, Carriages, and Goods will not be accepted for conveyance over the Bhore Ghaut, being booked only to Karjat on the one side and to Khandala on the other.

HENRY CONDER,
General Traffic Manager.
Bombay, 13th August 1875.

PURSUANT to an ORDER of the HIGH COURT of CHANCERY made in the Matter of the ESTATE of THOMAS CHISHOLM ANSTEY, deceased, and in a cause ANSTEY vs. ANSTEY, 18-8-18. ADDITIONS of THOMAS CHISHOLM ANSTEY, late of the Middle Temple, in the City of London, and of Bombay, in the East Indies, Esquire, Barrister-at-Law, who died on or about the fourth of August 1874, are on or before the 15th day of October 1875 to SEND by POST PREPAID to Mr. S. B. SOMERVILLE, of No. 48, Lincoln's Inn Fields, Middlesex, the solicitor of the Defendant, HARRIET MARY PETRA ANSTEY, the Administratrix of the deceased, their CHRISTIAN and SURNAMES, ADDRESSES DESCRIPTIONS, the FULL PARTICULARS of their CLAIMS, a STATEMENT of their ACCOUNTS and the nature of the SECURITIES (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said order.

Every Creditor holding any security is to produce the same before the Vice-Chancellor SIR JAMES BACON at his Chambers situated No. 11, New-square, Lincoln's Inn, Middlesex, on Friday, the 5th day of November 1875 at 12 o'clock at Noon, being the time appointed for ADJUDICATING on the CLAIMS.—Dated this 15th day of July 1875.

EDWARD BLOXAM,
Chief Clerk.

J. D. LACY TOWLE,
14, Ovington Square, London,
Plaintiff's Solicitor.

HAMILTON & Co,

JEWELLERS & SILVERSMITHS,

BEG respectfully to bring to notice that they have just received a large invoice of CASHMERE SILVER GOODS.

HAMILTON & Co.'s Cashmere Silver Gilt Tea Services complete, various patterns and shapes.

HAMILTON & Co.'s Cashmere Silver Claret Jugs, various patterns and shapes.

HAMILTON & Co.'s Cashmere Silver Claret set complete, Jug with Glasses and Tray.

HAMILTON & Co.'s Cashmere Tea Cups with Saucers, with and without covers.

HAMILTON & Co.'s Cashmere Silver Army and Navy drinking Cups.

HAMILTON & Co.'s Cashmere Silver Tumblers, with and without covers, Mugs of sizes with Handles, Salvers, Napkin Rings, Vases, Scent Bottles, and very handsomely engraved Bracelets.

HAMILTON & Co.,
RAMPART ROW

PIANO INSTRUCTION, TUNING AND REPAIRING

BY
MR. P. A. LOPES.

LESSONS given on Piano, Harmonium and Violin. Pianos and Harmoniums Tuned, Repaired, and Regulated.

Pianos, &c., received on commission sale.

Byculla Terrace, Belasis Road, opposite Bolton and Co.'s.

LAFOND BROTHERS,

GOVERNMENT REMOUNT STABLES, GIRGAUM.

CARRIAGES AND HORSES FOR SALE AND ON HIRE BY THE DAY OR MONTH.

HORSES ON COMMISSION SALE.

"Duchess," a powerful Bay Waler Mare, 6 years, 15¼ high, one of the fastest trotters in Bombay, thoroughly broken to saddle and harness.

A Grey Arab House, 5 years, 14-1 high, a good dog cart horse and a pretty mover under saddle.

A Black Waler Gelding, 4 yrs 8, 15¼ high, broken to saddle and harness, up to weight.

A Light Bay Waler Gelding, 6 years, 15-2½, broken to single and double harness, a stylish stepper.

A Bay Horse, 5 years, 15 high, a good mover under saddle, very showy, has been used as a second charger (regimental certificate may be had).

An Iron Grey Gulf Arab, 14-3, recently imported.

An Iron Grey Galloway, 3 years, 14 high, a very promising horse.

A Grey Australian Gelding, a capital hack and good fencer.

NOW READY,
MOUNTED INFANTRY: AN ESSAY.

BY
CAPTAIN HOGG,
Cadre 2nd Bombay Cavalry and Adjutant Poona Horse.
May be had at this Office. Price Re. 1.

MESSRS. C. MARCKS & Co., WATCHMAKERS, JEWELLERS, and OPTICIANS, beg to draw the attention of Ladies and Gentlemen of Bombay and Outstations to their entirely new stock of superior Gold and Silver Lever Hunting, Semi-hunting, and Crystal Case Watches, with all the latest improvements, specially manufactured for India, and warranted from 2 to 5 years. A large stock of handsome Jewellery of London Manufacture.

Watches and Jewellery sent free by Post all over India.

Palanquin, Travelling, and Office Clocks, with 8 day key level escapement, warranted.

Repairs carefully executed with expedition and Guarantee.

Letters to be addressed: C. MARCKS & Co., No. 4, Hummum Street, Fort, Bombay.

YARROW'S

SMALL STEAMERS & STEAM LAUNCHES,
BUILT OF WOOD, IRON OR STEEL.

TO MEET SPECIAL REQUIREMENTS.

Screw Steamers, with speeds ranging up to 20 miles an hour.

Paddle Steamers, with draughts ranging down to 6 inches of water.

Contracted for.

COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 23RD AUGUST 1875.

THIS morning's Liverpool Cotton Market opened steady, probable sales 12,000, actual imports 5,000 bales.

Saturday's message from New York reported Mid-Uplands on the spot, and futures unchanged in price. The day's receipts at the ports were 700 bales against 1,000, and the exports to Great Britain 800 bales against none, on the corresponding date last year.

The visible supply for the whole of Europe on the 20th instant, compares with the two previous years as follows:—

	1875.	1874.	1873.
Total supply of all descriptions.	2,010,000	2,168,749	2,196,810
" " " Surats	930,000	996,490	1,052,566

At the London Skin Sales the quantity offered was 1,000,000, prices ruling occasionally 1d. to 2d. per lb. higher, sheep skins irregular.

The quotations for Rupee Paper show a material improvement all round, as compared with Thursday last, Fours being ¾; Fours and a half, 1 and Fives and a half, 1 per cent higher. Indian Bank Shares have apparently remained unaltered during the week.

In Genera. Produce on Saturday we note an advance of 2-. per cwt. in good ordinary native Coffee. Bombay Linseed is 6d. higher, and Ferozpore Rapeseed 3d. per cwt. lower.

The weekly return of the Bank of France gives the total coin at £62,750,000 against £62,500,000, and the Notes in circulation £94,750,000 against £95,625,000 last week. Consols this morning are quoted at 94¼; French Rentes 105. Bar Silver is still 56½d. per oz.

The Bank of Bombay return for the week ending on the 21st instant shows the following changes:—

Government Treasury Balance at H.O.	Dec. Rs.	8,63,143
Do. do. Branches	Inc. "	77,997
Deposits	Dec. "	7,70,838
Government Securities	Dec. "	1,97,646
Loans	Dec. "	12,62,515
Bills Discounted	Dec. "	5,23,161
Cash with Correspondents	Dec. "	7,92,744
Cash and Currency Notes	Inc. "	10,27,421

These alterations are again of the most favourable character, and render the position of the Bank much stronger than it was, the net result being that the outside liabilities are reduced by about 17 lacs while the demand for accomodation is less by about 18 lacs. While the Bank of Bombay has thus improved in position, money has also been becoming more plentiful outside, the Exchange Banks being much better provided with funds than they were; and whether the official rates of discount and interest be reduced or not, there can be little doubt that the market is steadily tending downwards.

STERLING EXCHANGE has again shown an easier tendency to-day. No business of any importance is reported but possibly 1/32d. less may be quoted, say:—

Bank Bills, on demand	1s. 9d. 27-32 per rupee.	
do. do. 3 months' sight	1s. 10d. 7 32	"
Credits	1s. 10¼d.	"

On Calcutta rates are unaltered. GOVERNMENT PAPER is a shade firmer although unchanged, say Fours Rs. 102; Fours and a half, Rs. 103; Fives and a half, Rs. 108½.

In the SHARE MARKET there has been very little doing and values are scarcely changed.

COTTON is steady, but for export there is nothing doing.

FREIGHTS are firm at £2 for Steamer and Sailing ships to Liverpool.

PIECE GOODS are unaltered in every way. The Hindoo holidays tend to restrict business, but a better demand seems generally expected in the course of the next fortnight.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Names.	Cash Rates per Share.
	Rs.		p. a.		
20,000	100	all	5p.ct	Agra Bank	93
250,000	100	all	10 do.	Bank of Bengal	1,410 2d
20,000	500	all	10 do.	Bank of Bombay New	707½ 2d
9,250	1,000	all	8 do.	Bank of Madras	1,160 2d.
30,000	250	all	4 do.	Chartered Mercantile Bank of L. L. & China	250
40,000	92½	all	Nil.	Hong. & Shanghai Bank	210
60,000	200	all	8 p.ct	Chartered Bank of India and China	150
60,000	250	125	5 do	National Bank of India	116
60,000	200	50	12 do.	Oriental Bank	480

PRESS COMPANIES.

150	5,000	2,500	200 ps	Akbar Cotton Press Co.	1,801
200	2,000	1,100	60 ps	Albert Co., Kurrachee	735
160	800	all	18 p.c.	Albert Ginning Co.	660
200	1,000	200	20 ps	Bombay Mill Co.	709
800	500	250	30 ps.	Landing & Shipping Co. of Kurrachee, Ld.	140xd
2,180	200	100	8 p. ct	Malabar Company, Ld.	95
4,000	50	all	4 p.	Mechanics' Build'gs Co.	23
4,000	500	all	20 p.	Treacher & Co.	399
1,000	250	all	40 p.	Vingoe Patent Slip	27

NEW BANK OF BOMBAY, (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay, (Limited) as on the 21st August compared with the statement issued on 14th August:—

LIABILITIES.	14th Aug. Rs.	21st Aug. Rs.
Proprietors' Capital:—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid Rs.	50,00,000	
Second Issue of do. of Rs. 100 do. "	10,00,000	
Do. do. do. paid to account of 2nd Call of Rs. 125 per share "	12,48,925	
Do. do. paid to account of 3rd Call of Rs. 50 per share "	2,49,725	
Do. do. paid to account of 4th Call of Rs. 125 per share "	12,48,625	
Do. do. paid to account of 5th Call of Rs. 125 per share "	12,48,625	
Reserve Fund, invested in Government Securities	17,75,000	17,75,000
Government General Treasury Balance at Head Office	64,11,476	53,47,893
Do. do. do. at Branches	15,28,124	16,03,121
Other Deposits	1,34,67 786	1,16,36,948
Post Bills	42,720	41,382
Cash Credits, undrawn	4,20,381	4,20,586
	3,35,92,987	3,10,26,574
ASSETS.		
Government Securities	51,18,079	49,20,453
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	12,03,397	13,91,989
Loans on Security of do. do.	36,06,776	36,06,264
Current Accounts, overdrawn	2,324	1,050
Bills Discounted	1,03,33,682	98,10,521
Stamps	4,345	4,637
Dead Stock Rs.	5,06,524	
Amount applied in reduction "	1,35,000	
	3,73,734	3,73,534
Bullion	12,99,844	12,99,844
Cash Balances with Correspondents	11,91,286	3,98,642
Cash and Currency Notes	78,94,220	89,21,641
	3,35,92,687	3,10,26,572

MILITARY INTELLIGENCE.

ARRIVAL.—AUGUST 21.

Dive, Lieut, Bombay Royal Fusiliers, on leave, from Poona.
Anderson, Doctor, Bombay 3rd Hussars, on leave, from Mhow.

AUGUST 22.

Blurton, Major and Pay Master, Bombay 2nd Queens, on leave from Ahmednagar.
Gaffney, Surg. Bengal Med Dept, from furlough, from England.
Morgan, Lieut, Bengal Public Work Dept, from Sick leave, from England.
Davies, Lieut, Col, Bombay Staff Corps, from furlough, from England.

THE ANNUAL RELIEF.

STATEMENT showing the dates on which the several corps and detachments are ordered to proceed in furtherance of the annual relief.

Quartermaster-General's Office, Army Head-Quarters, Simla, 11th August 1875.

Corps.	From	To	Date of Movement.	Date of arrival at destination.
ROYAL ARTILLERY.				
D By A Bde R H A	Sealkote	Meerut	1st Nov	Delhi, 9th Dec.
B By F Bde R H A	Campbellpore	Peshawur	15th Dec	Families at Meerut, 12th Dec.
C By F Bde R H A	Peshawur	Sealkote	On relief (about 30th Dec)	19th Dec. 17th Jan.
E By F Bde R H A	Meerut	Campbellpore	1st Dec	3rd March 1876.
G By 8th Bde R A	Peshawur	Rawul Pindee	On relief (about 12th Jan.)	31st Jan 1876.
H By 8th Bde R A	Rawul Pindee	Peshawur	2nd Jan 1876	11th Jan 1876.
No 1 By 18th Bde R A	Murree Hills	Govindgurh	Murree Hills, about 15th Nov	14th Dec.
			Rawul Pindee, 24th Nov.	
No 6 By 13th Bde	Jutog	Murree Hills	Jutog, about 15th Nov	Delhi, 8th Dec.
			Umballa, 20th Nov	Families at Rawul Pindee about 4th Dec.
Hd Qrs 21st Bde R A	England	Morar	On arrival	About 12th March.
No 1 By 21st Bde RA	England	Morar	On arrival	Delhi, about 30th Dec.
				Morar, about 10th Feb 1876.
No 2 By 21st Bde R A	England	Gwalior	On arrival	About 12th March 1876.
No 3 By 21st Bde R A	England	Allahabad	On arrival	About 5th March 1876.
No 4 By 21st Bde R A	England	Lucknow	On arrival	About 6th March 1876.
No 5 By 21st Bde R A	England	Agra	On arrival	About 6th March 1876.
No 6 By 21st Bde R A	England	Delhi	On arrival	About 7th March 1876.
No 7 By 21st Bde R A	England	Jutog	On arrival	Umballa, about 8th March 1876. Jutog, about 26th March 1876.
Hd Qrs and No 4 By 23rd Bde R A	Morar	England	About 13th Dec	1st Feb 1876.
No 1 By 23rd Bde R A	Morar	England	19th Nov	"
No 2 By 23rd Bde R A	Delhi	England	17th Dec	"
No 3 By 23rd Bde R A	Govindgurh	England	15th Dec	"
No 5 By 23rd Bde R A	Agra	England	18th Dec	" 1st Feb 1876.
No 6 By 23rd Bde R A	Allahabad	England	20th Dec	"
No 7 By 23rd Bde R A	Lucknow	England	18th Dec	"
BRITISH INFANTRY.				
1st Bn 3rd Foot	Fort William	Cawnpore	On relief	About 15th Feb 1876.
1st Bn 6th Foot	Sealkote	Roorkee and Delhi.	4th Nov	Families, about 28th Dec. Delhi, 14th Dec.
1st Bn 8th Foot	Chukrata	Peshawur	Chukrata, about 10th Nov. Saharunpore, 1st Dec.	Delhi, 10th Dec; Peshawur, about 20th March 1876. Families at Peshawur, about 4th Jan. 1876.
2nd Bn 12th Foot	Ferozepore	Fort William	On relief (about 29th Nov).	Delhi, about 8 h Dec. Calcutta, about 1st Feb. 1876, Families at Calcutta, about 15th Dec.
1st Bn 17th Foot	Peshawur	Murree Hills	On relief by the 8th Foot	About 3rd April 1876.
1st Bn 25th Foot	England	Fyzabad	On arrival (about 15th Nov.)	About 28th Nov.
34th Foot	England	Ferozepore	On arrival (about 1st Nov.)	About 28th Nov.
36th Foot	Subathoo	England	Subathoo, about 20th Oct. Umballa, 28th Oct,	17th Dec.
40th Foot	Lucknow	Dum-Dum	1st Nov	4th Nov.
51st Foot	Fyzabad	Peshawur	4th Nov	Delhi, 13th Dec; Peshawur, about 20th March 1876.
55th Foot	Roorkee and Delhi.	Aden	Hd-Qrs and wing at Roorkee, 7th Dec. Delhi 8th Feb.	Families at Peshawur, about 8th Feb 1876. Delhi, 15th Dec; Aden about 3rd March 1876.
2nd Bn 60th Rifles	Murree Hills	Meerut & Futtehgurh.	Murree Hills, about 18th Oct. Rawul Pindee, 27th Oct.	Delhi, 15th Dec; Meerut, about 24th Jan 1876. Families at Meerut, about 17th Nov.
62nd Foot	Dum-Dum	Chukrata	Dum-Dum, about 6th Nov. Cawnpore, 16th Nov	Delhi, 11th Dec; Chukrata, about the end of Feb 1876. Families at Chukrata, about 8th Nov
70th Foot	Peshawur	Nowshera	On relief by the 51st Foot.	Kept about 24th March 1876. Families, about 12th Jan 1876.
72nd Foot	Nowshera	Sealkote	15th Dec; detachment for Umritsar 1st Nov.	10th Jan 1876; Detachment at Umritsar, 1st Dec.
73rd Foot	Cawnpore	Subathoo	15th Nov	Delhi, 10th Dec; Subathoo, about 15th Feb 1876. Families at Subathoo, about 1st Jan 1876.
85th Foot	Meerut & Futtehgurh.	Lucknow	Hd-Qrs. 7th Dec Futtehgurh detachment on relief.	Delhi, 9th Dec; Lucknow, about 20th Feb 1876. Families at Lucknow, about 20th Nov.
BENGAL CAVALRY.				
1st Regt	Cawnpore	Sealkote	18th Nov	About 1st Feb 1876.
2nd Regt 1st Squadron.	Seegowlie	Barrackpore	1st Nov	18th Dec.
3rd Regt	Nowgong	Lucknow	On relief (about 27th Feb.)	About 20th March 1876.
5th Regt	Jhelum	Nowgong	21st Oct	Delhi, 3rd Dec; Nowgong, about 29th Feb. 1876.
6th Regt	Morar	Seetapore	11th Nov	Delhi, 1st Dec; Seetapore, about 17th Feb. 1876.
7th Regt	Seetapore	Morar	6th Nov	Delhi, 1st Dec; Morar, about 12th Feb 1876.
10th Regt	Nowshera	Umballa	15th Oct	Delhi, 11th Dec.
11th Regt	Mean Meer	Nowshera	1st Nov	Delhi, 2nd Dec; Nowshera, about 20th March.
12th Regt	Peshawur	Jhelum	On relief (about 24th Feb.)	About 11th March 1876.
15th Regt	Umballa	Cawnpore	20th Nov	Delhi, 2nd Dec; Cawnpore, about 20th Feb 1876. Families at Cawnpore, about 29th Dec.
17th Regt	Sealkote	Peshawur	On relief (about 1st Feb)	23rd Feb. 1876.
19th Regt	Lucknow	Mean Meer	11th Jan	15th March 1876,
SAPPERS AND MINERS.				
Nos 2 and 3 Companies	Roorkee	Peshawur	6th Nov	Delhi, 15th Nov; Peshawur, about 20th March 1876.
Nos 4 and 8 Companies	Peshawur	Roorkee	15th Jan	12th March 1876.
No 7 Company	Roorkee	Rawul Pindee	6th Nov	Delhi, 15th Nov; Rawul Pindee, about 12th March 1876.
No 9 Company	Rawul Pindee	Roorkee	24th Jan	12th March 1876.
NATIVE INFANTRY.				
2nd Regt	Dinapore	Fyzabad	Three companies 29th Oct, remainder 15th Dec	Three companies 22nd Oct; remainder of Regt 19th Jan 1876
3rd Regt	Cachar	Dinapore	On relief (about the 25th Jan 1876)	About 20th Feb 1876.
7th Regt	Jullundur	Peshawur	10th Jan 1876	About 20th Feb 1876.
8th Regt	Fyzabad	Agra	26th Oct	Delhi, 1st Dec; Agra, about 4th Feb 1876 Families at Agra, 20th Nov
10th Regt	Barrackpore	Julpigoree and Dacca	6th Jan 25th Jan.	Dacca, 9th Jan; Julpigoree about 12th March 1876.
11th Regt	Bareilly	Rawul Pindee	17th Nov	Delhi, 1st Dec; Rawul Pindee, about 12th March 1876.
12th Regt	Peshawur	Jullundur	On relief (about 20th Dec)	About 1st Feb 1876.
14th Regt	Rawul Pindee	Peshawur	10th Dec	18th Dec.
16th Regt	Julpigoree and Dacca	Fort William	Julpigoree, 1st Dec. Dacca, about 15th Dec	20th Dec.
18th Regt	Agra	Buxa	25th Oct	24th Nov.
19th Regt	Tullagung	Moultan	On relief (about 5th Mar)	About 27th March 1876.
28th Regt	Allpore	Moradabad and Shahjehanpore	Allpore, about 1st Nov Cawnpore, 10th Nov	Delhi, 6th Dec; Moradabad, about 25th Jan 1876. Shahjehanpore, about 8th Feb 1876
29th Regt	Peshawur	Tullagung	On relief (about 20th Feb 1876)	About 4th March 1876.
31st Regt	Moultan	Cawnpore	20th Oct	Delhi, 6th Dec; Cawnpore, about 20th Feb 1876. Families at Cawnpore, about 1st Jan 1876.
35th Regt	Cawnpore	Cachar	14th Dec	About 25th Jan 1876.
37th Regt	Fort William	Bareilly	15th Jan 1876	About 3rd Feb 1876.
38th Regt	Buxa	Barrackpore	On relief (25th Nov)	About 21st Dec.
45th Regt	Shahjehanpore & Moradabad	Allpore	Shahjehanpore, 12th Nov. Moradabad, 25th Nov	Delhi, 3rd Dec; Allpore, about end of Feb 1876. Families at Allpore, about 20th Dec.

By order,
FRED. ROBERTS, MAJOR-GENERAL.
Quartermaster-General.

SHIPPING INTELLIGENCE.

THE s. s. WIMBLEDON, 957 tons, Captain G. N. WATSON, sailed on the 22nd instant for Kurrachee in Ballast.

THE P. AND O. Co's s. s. GEELONG, 1,139 tons, Captain C. Fraser, sailed yesterday for China, &c, with China Mail, 1,576½ chests opium, and General cargo.

THE SHIP NIMROD, 1,098 tons, Captain F. Lyle, arrived in harbour yesterday from Moulmein (June 22nd), with a cargo of timber. The vessel is consigned to.

THE SHIP SELANE, 996 tons, Captain A. Rhodes, arrived in harbour yesterday from Newcastle, (May 13th), via Galle, with a cargo of 1,370 tons coals. The vessel is consigned to Mr. Nasserwanjee Manuckjee.

THE AUSTRO-HUNGARIAN LLOYD'S s. s. DIDO, Captain Inchiostri, from Trieste, left Aden for Bombay on the evening of Sunday the 22nd inst. The same Company's s.s. Poluce, which left Bombay on the 6th inst., arrived at Aden on the 18th idem.

THE B. I. S. N. Co's s.s. KURRACHEE, 304 tons, Captain J. Avern, arrived in harbour yesterday from Kurrachee, (August 20th), with a general cargo, and the following passengers:—Lieut. England, and two servants, and fifteen deck passengers.

THE P. AND O. Co's ss. PARIN, 3,777 tons, Captain W. Woolcott arrived in harbour yesterday from Calcutta (August 19th), with China Mail and the following passengers:—From Calcutta to Bombay—Mr. Livermore. From Calcutta to Suez.—Mr. Livermore's ayah. From Calcutta to Southampton.—Mrs. Livermore, Miss Fanin, Captain W. Stewart and servant. From Shanghai to Bombay.—Mr. Thos, Payn. From Hongkong to Bombay.—Mr. J. Fennessey. From Singapore to Bombay.—Mr. A. Burnehah and servant Mr. A. Escotlay and Mr. Tanjeebhoy. From Penang to Southampton.—Captain and Mrs. Marbett and child. From Melbourne to Bombay.—Mr. H. Figg, and Miss Figg, Mr. Hicks, Mr. Barnet, and Mr. Arnold.

THE s.s. MACEDONIA, 1,452 tons, Captain J. Laird, arrived in harbour on the 22nd instant, from Liverpool, (July 24th), via the Suez Canal with the following passengers:—Captain and Miss Price, Mrs. Anderson, Colonel and Mrs. Davies, Mr. G. Fawcett, Mr. Dogley Davis, Captain and Mrs. Draugh, Dr., Mrs. and Miss Gaffrey, Mr. H. Whittall, Lieutenant B. J. Morgan, Mr. and Mrs. Shircore, and Mr. T. Marsden. She brought the following cargo.—4 cases glass, 411 bales twist, 17 cases provisions, 358 packages wine and spirits, 520 bundles iron sheet, 100 boxes tin plates, 307 bars iron, 16,750 bricks, 628 packages piece goods, 16 cases hardware, 37 cases soap, 3 cases varnish, 27 bags glue, 29 cases brandy 46 cases color, 13 cases thread, 60 casks fire clay, 1,345 casks spelter, 4,009 pipes, and many other packages merchandize. The vessel is consigned to Messrs. W. and A. Graham & Co.

ARRIVAL.

Aug.	Vessel.	Commander.	From.
22	Arcot (s)	Sharp	Calcutta, July 27.
	Zante (s)	Fox	Liverpool, July 24.
	Macedonia (s)	Laird	Liverpool, July 24.
23	Kurrachee (s)	Avern	Kurrachee, Aug 20.
	Selone	Rhodes	Newcastle, May 1
	Nimrod	Lyle	ommeln, June 22.
	Pekin (s)	Woolcott	Calcutta, Aug 10.

DEPARTURES.

Aug.	Vessel.	Commander.	Destination.
21	Wimbledon (s)	Watson	Kurrachee.
22	Geelong (s)	Fraser	China, &c.

CALCUTTA.

Aug.
ARRIVALS.
19 Historian(s) ..... Wallace ..... Liverpool, July 17.
West Bridge —— Gallichan —— ....., April 24.
Sir H. Lawrence ... Redmond ... Liverpool, April 19.
River Nith ..... Fisher ..... Liverpool, April 9.
Delta ..... Evans ..... Cardiff, April, 10.

Aug. DEPARTURES.
19 Rajpootana(s) ....
Eldorado (s) ....
Chrysolite ....
Lynton ....

MADRAS.

Aug. ARRIVALS.
19 Colonel Fytche .... Moulmein.

Aug. DEPARTURE.
19 Africa (s) .... Bombay.
20 Silas Curtis .... Cocanada.
Ava (s) .... Calcutta.

DAILY EXPORTS.—AUGUST 23.

FOR MARSEILLES.

Thibet s, 241 bales wool, P. and O. Co.

FOR HONGKONG.

Geelong s, 10 chests opium, Hajee Jan Mahamed Abdool Khaluck; 16 chests opium, Jairazbhoy Peerbhoy; 12 chests opium, Thakursey Seesamul; 151 chests opium, Currimbhoy Ebram; 35½ chests opium, Tata & Co; 26 chests opium, Khetseedass Hurmookrey; 24 chests opium, Nursey Kessowjee & Co; 16 chests opium, E. J. Abram; 18 chests opium, Dawjee Sassoon & Co.

FOR SHANGHAI.

Geelong s, 24 chests opium, Mundall Vishal; 3 chests opium, Rajapurkar Caloomia; 35 chests opium, Hurmukrai Manuckram; 16 chests opium, Jairazbhoy Peerbhoy; 10 chests opium, Gungadux Chejooram; 12 chests opium, Tarachund Gunshamdass.

COLABA OBSERVATORY.

Results of Meteorological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., Longitude 72 deg. 51m. 12·3 East. Height of Barometer above the Sea 37 feet.

Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M.—	August—1875. 16th	17th	18th	19th	20th	21st	22nd
	In.	In.	In.	In.	In.	In.	In.
Barometer corrected to 32 deg. Fah.	29·773	·767	·747	·763	·799	·797	·782
Temperature of the Air	81·2	81·3	81·9	82·0	81·7	81·3	81·5
Wet-bulb Thermometer	76·9	76·6	77·2	77·1	76·9	76·8	76·8
Dew Point	75·2	74·9	75·5	75·3	75·1	75·2	75·1
Relative Humidity of Air	0·819	·811	·813	·806	·805	·818	·811
Extent of cloudy Sky (the whole sky clouded=8.)	7·4	6·6	5·0	6·0	5·8	6·0	6·4
Maximum temperature of Air read at 9½ A.M. on following day	83·5	84·2	85·1	85·2	84·7	84·2	84·2
Minimum temperature of Air read at 9½ A.M.	78·9	78·6	77·9	77·9	77·7	76·8	78·1
General Direction of Wind	a	b	c	d	e	f	g
Movement in 24 hours	Miles. 432	Miles. 382	Miles. 338	Miles. 265	Miles. 203	Miles. 188	Miles. 282
Rain Gauge 1 foot above the ground	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00	In. 0·00

Total fall of rain between 1st January and 22nd August 46·57.

(a) W, WNW, W, WNW, W.
(b) W, WNW, W.
(c) W, WSW, W, WNW, W.
(d) W, WSW, W, WNW W.
(e) W, WNW, W.
(f) W, WNW, W, WSW.
(g) WSW, W, WSW.

HIGH COURT—24TH AUGUST.

(Before the Honourable MR. JUSTICE BAYLEY.)

For Consent Decree.

935-75—M H Khan—Hebibhoy Cassumbhoy v Fazullabhoy Cassumbhoy—J C Cama, Macfarlane and Skipsey.

LONG CAUSES.

619-74—Remington, Hore and Langley—Runchordass Girdhurlall v The P O Steam Navigation Co—Fletcher and Smith.

846-75—Shapoorjee and Thacurdass—Hurrydass Soomerdass v Memon Mahomed Ally—Lynch and Tobin.

595-74—Mr Fletcher (for pauper)—Cassee widow v Heerabai widow and others—Jefferson and Payne.

507-74—Mr Fletcher (for pauper)—Joseebai widow v Mungeah Nagoonath—Tyabjee and Sayani.

206-75—Messrs. Cleveland and Lee Warner—Bhicoo Narayen v Saloobai.

(Before the Honourable MR. JUSTICE PINHEY.)

SHORT CAUSES.

206-75—Lynch and Tobin—Bottomley Mooljee v Purmanundass Jewundass—Mr P. Block.

318-75—Mr B V N Kirtiker—Syed Mahomed bin and Co v Allana Moosa and others—Mr K Mordi e.

338-75—Lynch and Tobin—The L M Bank of India Limited v Atma ram Madhowjee.

360-75—Mr Pollock—Sunderam Rowjee v Buldeo Poorunmull—M H Khan.

415-75—M H Khan—Shaboobehand v Lillabhai Kullianjee and others.

426-75—In person—Perozbai widow v Merbai widow.

424-75—Jefferson and Payne—Hurrydass Toolserdass v Premjee Nagdoo—Shapoorjee and Thacurdass.

426-75—Macfarlane and Skipsey—Nursey Kullianjee v Ramjee Soondurjee.

438-75—Prescot and Winter—Burjorjee Rustomjee Mody v Karsondass Madhowdass.

439-75—H Monunbhunda v Sett—Ambaidass Tricumdass v Hanooman Bundo dass.

442-75—Mr Fletcher Kershina Norenha v Baboo Khendy Nacwa and others—J C Cama.

LONG CAUSES.

520-73—Fletcher and Smith—Ewantraro Gopalrow v Tribhoovun Lalldas—Sidmore,—Part heard.

477-74—J Jerson and Pyne—Purshotumdas Bhanjee v Tooleydas Morarjee—Rimington, Hore and Langley.

193-74—Fletcher and Smith—Robert Crawford Antrouss v Allarackia Seyjee—Tyabjee and Sayani.

643-74—Khunderow Morojee—Jeenabia Widow v Khoja Rahimbulls Cachhoy—Jefferson and Payne.

190-75—Craigie, Lynch and Owen—Bai Soorig widow and another v Runchordas Harjevan—Jefferson and Payne.

(Before the Honourable MR. JUSTICE MARRIOTT.)

SHORT CAUSES.

195-75—Tyabjee and Sayani—Mahomedbay Amroodeen v Abdool Hoosein Mahomed Ali,—Jefferson and Payne.

279-75—Fletcher and Smith—Jaithabhoy Purshotam and others v Fakhott Rogeba.

291-75—Macfarlane and Skipsey—Hurgovundass Cooverda as and others v Dawdass Lukmodass.

292-75—Macfarlane and Skipsey—Haroodass Nathoobhoy v Davidass Purshotumdass and others.

For Judgment.

372-75—Prescot and Winter—Julia Rufina DeGa v Michael Angelo DeGa—Macfarlane and Skipsey.

LONG CAUSES.

168-75—Shapoorjee and Thacurdass—Laljee Cutchra and others v Cassum Moosa and others—Jefferson and Payne & C—Part heard.

89-75—V Hurrychund—Nanabhoy Shri Trimbakjee v Homant Mahadeo and others—In person.

644-74—L Fletcher—Jumnadas Bhugwandas v Tullaychund Heerachund—Tyabjee and Sayani

23-74—Macfarlane and Skipsey—Ghellabhoy Hemchund v Hurgopall Premsookdass Shapoorjee nd Thacurdass.

609-74—Chalk and Turner—Emmabu widow and another v Ally Mahomed and others—Mr Kertiker, and Crawford and Boevey.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.)

BOMBAY.

BIRTH.

RICHEY—August 21st, at Poona, the wife of J. B. Richey, C.S., of a son.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

TUESDAY, AUGUST 24, 1875.

A CORRESPONDENT yesterday proposed that a Society should be established in Bombay with the object of protecting the lives of sailors by providing for the examination of ships and steamers before these should leave the harbour. The carrying out of his scheme, including the price of a boat and the wages of an inspector and crew, he estimated at Rs. 230 a month, and he has offered to become a monthly subscriber towards the monthly expenditure. There can be no doubt that the motives of our correspondent are excellent, but we question whether his scheme could be carried out and worked regularly by Bombay citizens. Rs. 230 a month is a small sum, no doubt, to raise for such a worthy object as this; but we must consider that at the present time heavy drains have been made upon the private liberality of Bombay, and even small contributions are being grudged to objects which used formerly to be cheerfully acknowledged as deserving of assistance. Moreover, though at the present moment, when considerable enthusiasm on behalf of poor seamen has been aroused in the public breast through the gallant efforts of Mr. Plimsoll, the citizens of Bombay might agree to subscribe towards the support of the Society proposed by our correspondent; yet in a few years hence changes might take place, such as the departure of old subscribers, or the growth of a feeling of coolness towards the movement, which would greatly injure the power of the Society. We do not think, either, that Rs. 150 a month would be a sufficient salary to offer a European Inspector of Shipping. That officer would be exposed to the temptation of receiving bribes from persons who did not want to be bothered with an examination of their ships; and it follows that the Inspector should have a salary sufficiently large to enable him to turn a deaf ear to the tempters, who, we may presume, would be numerous. We have hinted at the probability of the Society dying out in a few years. Now, the Society should be established on such a basis that no fluctuations of private local charity should be able to injure it. From the beginning it should be an undoubted power, otherwise the people whose misdeeds it is proposed to check will only laugh at it. We think it would be too much to expect private charity to undertake the burden of keeping such a Society permanently in existence. The work is one which Government ought to undertake. The task of seeing that vessels do not leave this port in a dangerous state is too comprehensive to be undertaken by a small body of charitably-disposed people. If a steamer left here in a rotten condition and foundered outside the harbour, the loss of life would, we should think, possess an interest, not alone for the subscribers of the Ship Examining Society, but for every human being in the Presidency. Therefore, we say that the task is one which Government ought to undertake. Already, we have Governmental interference in boilers in steamers. The condition of the vessels in which the boilers are set is often much worse than that of the boilers; and there are some ships without boilers which are more dangerous than if they had half a dozen dangerous boilers on board. In passing the Boilers Inspection Act, the desire of the Local Government was to save life. Here is a larger field for the exercise of such an excellent intention—the survey of steamers and ships before they leave our harbour. We have no doubt that if a power to inspect vessels suspected to be dangerously overloaded or dangerously rotten had existed in Bombay within the past few years, many a poor fellow who is now lying at the bottom of the sea would be alive at the present moment. We remember a wretched vessel leaving Bombay harbour three or four years ago. She was leaking badly; but repairs were expensive here, and she proceeded to Calcutta, where repairs were cheaper. She was never seen again after the Bombay pilot left her. The disappearance of the ship itself might not have been of much account; but unfortunately she had about seventy souls on board, who disappeared with her. The captain's wife and baby were on board; so was his brother. The harbour bar had something to moan for that night. We remember another vessel, which left the harbour gaily one Sunday morning armed with a good "insurance risk" from one of our local nautical insurance agents. She was nevertheless in such a state that before three o'clock in the morning, her sides had burst open, the water rushed in, and in a few minutes down she went to the bottom like a stone, carrying with her nearly forty people, passengers and crew. As for the Stuart Hahnemann that left Bombay a short time ago, and has since added her share to the black history of sorrow on the sea, she may not have been overloaded, but was she not under-ballasted? Is it, we should like to know, the fact or not that if she had taken her full amount of ballast, she would have had to *shut out cotton*? There are strange stories now afloat in Bombay about the captain, Van Norden. It is said that while the Stuart Hahnemann was lying here Captain Van Norden and his wife received intelligence of the loss of a large sum of money, which it had taken them many years to scrape together. They cried like children, and it was after this that Van Norden displayed some recklessness about the loading of his ship. The Stuart Hahnemann showed two inches lighter than the U. S. safety load mark. Her ballast was 180 Bombay tons; her spars alone, with rigging, gear, and sails, must have weighed more than that. But add the immense weight of spars and sails, and is it to be wondered at if she capsized? Her sails were remarkably heavy, and required twice the ordinary labour to move them. Her sailors would scarcely have been afraid of her, for one poor fellow who had been in Hospital begged the Surgeon to keep him till the ship had left the harbour. But the fates were against him; he could not be kept; and for the want of an Inspector to prevent the Stuart Hahnemann from leaving Bombay harbour in a dangerous state, he and thirty-nine comrades, the unfortunate captain and his wife, and the precious cotton, have all gone to the bottom of the implacable deep.

These instances are but rough outlines of misery, and doubtless some Spirit of the Ocean could, if he had communications with mankind, fill them up with the details of many a heart-rending scene of despair. It requires no arguments to prove that it is the duty of all humane people to do what they can to prevent crowds of wretched people from being thrust on to the threshold of eternity, almost without a minute's notice, by dangerously defective ships. So far as Bombay is concerned, we hope that the proper representative of the citizens, the Local Government, will call a Ships' Survey Department into existence. Unless this is done, disasters like those we have mentioned will occur again and again. We should not wonder if at this very moment there were a ship in the harbour, the survey of which should be regarded as an imperative duty by all people having a just respect for the lives of their fellow-creatures. Some few years ago, she was brought into harbour leaking so badly that it was with the greatest difficulty she was kept afloat. Here she is again, however; in a few days more, she will probably receive her clearance outward; and, if reports about her present state are true, she may reach her destination safely—and she may not. Let us not forget that the latter contingency in all probability means more lives lost. If our correspondent "Pencil," and all who agree with him, join in asking Government to legislate for the inspection of ships just as it has legislated for the inspection of ships' boilers, we have little doubt that their request will be granted. This course seems preferable to organising a private society for the inspection of vessels. One great practical advantage the course we recommend will have is this, that, whereas ships' captains might flout the authority of the agents of a private inspectorial society, they would not dare to behave in the same way towards duly accredited officers of Government. The Local Government has a task before it the accomplishment of which will do it great credit, and we hope it will put its hand to the plough at once, and refuse to look back until it has done its duty. As for the steamer Vixen, we cannot say whether or not Major Walsh had any just reason to fear that she was actually overloaded; but this we may say, if his interference with the easy belief regarding her condition which was evidently entertained by our laconic Dockyard officials becomes the cause of Bombay lending all the assistance in her power to the efforts of Mr. Plimsoll on behalf of sailors and

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

BOMBAY AND POONA CRICKET MATCH.

POONA, 23RD AUGUST.

In the Bombay and Poona Cricket Match Bombay scored in first innings two hundred and twenty-one runs, of which Spens made one hundred and one.

Poona in first innings scored one hundred and sixteen; in second innings Poona lost five wickets for forty runs.

ACCIDENT TO MR. OLIPHANT.

Mr. Oliphant, of Messrs. Ewart Latham and Co., was thrown from his horse to-day, but not seriously injured.

ACCIDENT TO THE MAIL TRAIN.

Bombay mail train was three hours late last night. The engine broke down on the Ghaut between Kurjut and the Reversing Station.

[REUTER'S TELEGRAMS.]

THE HERZEGOVINA INSURRECTION.

LONDON, 23RD AUGUST.

The Ottoman Porte has accepted the proposal made by Russia, Austria and Germany that they should send foreign Consuls to advise the insurgents in Bosnia and Herzegovina to lay down their arms and submit their cause to Server Pacha, who has been appointed Special Imperial Commissioner.

THE TURKISH DIFFICULTY.

The *Times* ridicules the idea of England being bound to uphold the integrity of Turkey out of consideration of the interests of the bondholders, and maintains that the secession of Herzegovina and Bosnia is inevitable; that the best solution of the Turkish difficulty would be the gradual breaking off of Province after Province from the Government of Constantinople.

LONDON, 21st AUGUST, AFT.

The Liverpool Cotton Market closed quiet but unchanged. Surats quiet but unchanged.
The London Cotton Market has been steady.

Fair Dhollera 4¼d.	
Exchange on India	1s. 9¼d.
Oriental Bank shares	£44
Chartered do.	£15-10
Do. Mercantile Bank shares	£20
Hongkong and Shanghai shares ..	£18
Total Coin in the Bank of France ..	£62,750,000
„ Notes in circulation	£94,750,000
4 per cent. Rupee Paper	92½
4½ do. do.	93¾
5½ do. do.	99
3 per cent. Consols for Account	94¾
5 do French Rentes, 1872	104
Bar Silver	56⅜

Arrivals—Cape Verde.

WEATHER REPORTS.

CARNARVON, 23rd August, 3 30 P.M.—Weather clear. Wind N. Ther. 85.

CARWAR, 23rd August, 4-30 P.M.—Weather fine. Rain during night. Wind variable 1 to 3. Ther. 82. Bar. 29·98. Fall of rain 1 inch 13 cents.

MANGALORE, 23rd August, 5-25 P.M. —Weather cloudy. Wind N. W. Ther. max. 81, min. 74. W. B. 79. Fall of rain 51 cents.

TUTICORIN, 23rd August, 4-30 P.M.—Weather cloudy. Wind E. moderate. Ther. 87. Bar. 29·82.

VINGORLA, 23rd August, 4-30 P.M.—Weather clear. Wind S. W. strong. Ther. 83. Fall of rain 67 cents

We believe that the amount already collected in Bombay for the Prince of Wales' Reception Fund is over Rs. 35,400. Mr. Maclean has succeeded in getting Rs. 1,200 more in Poona.

Mr. Campbell, the Agent and negociator of a Railway Company at Goa, has arrived in Bombay pending the decision of the Portuguese Government on the conditions he has submitted for its approval. It is said that Mr. Campbell has expressed his intention to have a branch line laid from Tinem (the Goanese frontier) to Belgaum besides the direct line to Dharwar. The mountainous tracts in Goa will interfere with a straight line and cause several windings to be made. This zig-zag course will increase the length of the line and consequently the expenditure, on which by an approximate calculation, Government will have to pay Rs. 54,000 as interest annually.

The safety of the s. s. Ceylon is a matter of considerable importance, for besides a valuable cargo she had on board* £765,000 in gold for England.

Colonel Earle has returned to Simla from Bombay, and resumed charge of his duties as Military Secretary from Captain Bidoulph.

We believe that Sumbhoo Persaud, the present Manager of the State of Morvee, will be appointed as the native member of the Commission to report upon the recent Deccan riots.

We believe that His Excellency the Governor and Staff will arrive in Bombay by the 20th October, in order to make the necessary arrangements for the reception of the Prince of Wales.

A correspondent writes to a contemporary as follows:—"I saw a private letter from Yarkand a few days ago; the principal news being that the merchants were complaining, poor fellows! of the markets being dull, because they could not make, after deducting all expenses, more than 100 per cent. profit on their tea."

Colonel Moore, the Commander-in-Chief's Persian Interpreter, very nearly met with a bad accident at Simla a few days ago. His horse, which was very fresh, bolted with him down-hill. The horse was nearly killed, but luckily the rider escaped with some very severe bruises and no broken bones.

The Simla paper says:—We are told that we have not heard the last of the *Forsyth-cum-Pioneer* business, and we are glad of it. There is no use in trying to put a gloss on the ugly rumours that have been current in the station for the last few days; but for the present, we should like to be told, on something like authority, whether Sir Douglas Forsyth was pumping the *Pioneer*, or the *Pioneer* was pumping Sir Douglas.

Cholera, which has now disappeared from Simla is said to have been worse there this year than in 1867, and as we purpose, says the *Civil and Military Gazette*, to agitate the question of Simla sanitation till we have worked the Government into something like action, we shall say no more at present. We have had a very bad season, and if we do not take timely notice of the warnings we have had, the third outbreak of this fatal disease may bring upon us the curse of neglect treble fold.

The following promotions in the Royal Artillery have been sanctioned:—

Major and Bt Lieutenant-Colonel A. C. Johnson, D-Battery A. Brigade R. H. A. to be Lieutenant-Colonel in the 10th Brigade, and to proceed to England.

Major C. B. Lemesurier, 6-13th Brigade, to be Lieutenant-Colonel in the 7th Brigade, and to proceed to England.

Captain H. A. Tracey, Adjutant 15th Brigade, to be Major in the 6-13th Brigade, and to proceed to India.

Captain G. B. S. Hobart, from the Supernumerary list, to be Major in C. Battery 11th Brigade.

Captain W. Straiman, Adjutant 8th Brigade, to be Major in the 1-10th Brigade, and to proceed to England.

Lieutenant G. Montgomery, E. Brigade, to be Captain in G. 11th Brigade and to proceed to India.

A portion of the 65th Regiment went into camp on Monday week at Lucknow. The entire regiment has since moved out, owing to the increase of cholera in the corps. The medical officers are unremitting in their watchfulness and attention to the regiment's health, and a change for the better will, doubtless, soon occur. The incessant evaporation, the local paper remarks, that ensues between the intervals of rainfall tries the health very greatly, and it behoves all to be more than usually careful just now when a slight bodily derangement may, if neglected or disregarded, lead to serious consequences.

The *Englishman*, noticing the "three plagues that have always pervaded Indian life—heat, mosquitoes, and servants," suggests that to get rid of the "chitty" impositions the following plan should be adopted:—Let no one give a certificate to a servant without giving some general description of his age, height, and any peculiarities which his appearance may present. If these steps were generally taken we should soon be able to know for certain something, at any rate, of the characters and antecedents of those to whose charge a great deal of our daily comfort and not a little of our very health is committed.

The Trichinopoly paper, the *South India Times*, is threatened with an action for libel for having published a letter in which some allusion was made to a school-mistress who neglected her school and spent her time in writing "spoony letters to her gentlemen friends and indulging in a few daylight dreams." The letter concluded with a hint that the school-mistress might "try her chance in the matrimonial line." The head mistress of the St. John's Parochial Schools at Trichinopoly has filed an action for libel against the above named paper. The Magistrate has taken time to consider whether the summons shall be issued.

The Government of Japan, in dread of the freedom and comments of the press, has issued a code of Press Laws, of which fines, imprisonments, and confiscations form the basis. The fines, from a Japanese point of view, are extremely heavy, being as high as 500 yen, and confiscation of printing plant. The late Minister of Finance, Enouye Bunda, was, some two years since, fined the sum of three dollars for what was described as a "gross violation of the laws of the land," and some idea may therefore be formed of the pressure which is now to be brought to bear on printers, editors, writers, and even translators. It is to be regretted, says the *Japan Herald*, that one of the Yokohama papers has been found sufficiently subservient to the Government to express its approval of these harsh laws.

The *China Mail* states that an ultimatum has been sent in to the Peking Government with reference to the murder of Mr. Margary, and Mr. Wade has left Shanghai for the capital to enforce it by his presence. Its details are not of course published, but it is said that ten lakhs of dollars are demanded, with the heads of the Yunnan officials concerned in the murder, and 24 hours are given to the Chinese to make up their minds. The ultimatum was provoked by the Peking authorities coolly stating that the Chinese Commissioner Li-Han-Chang, appointed to inquire into the murder, would "be despatched perhaps in two or three months." The Home Government, it is said, has also come to a decision upon two important points, viz., Kiung Chow is to be opened and the Western trade route properly explored. The Chinese Government is also to be pressed to establish Legations and Consulates in Europe, so as to put a stop to the nuisance of referring every trifling matter to Peking.

We learn from the *Ceylon Times* that the British India Steam Navigation Co.'s arrangements for running a regular line of steamers between London and Calcutta touching at Colombo, Galle and *vice versa* are now complete. Five steamers ranging from 2,600 to 3,000 tons have been specially set apart for the Calcutta line, and a steamer will leave both London and Calcutta every four weeks. The steamers are the Almora soon excepted at Colombo on her way home, the Ava, Chyebassa Dorunda and Merkara. The two last steamers are new, and of a larger size than the B. I. S. N. Co. has hitherto been accustomed to build. It is not yet quite certain whether the Dorunda will be able to follow the Chyebassa, but the Merkara will arrive here in October, after which the monthly service will go on steadily. The fine vessel, the Puttiala, recently built for the Company, is to be stationed on the Kurrachee and Persian Gulf line.

A case has occurred in the N. W. Provinces in which a certain Deputy Commissioner, just returned from furlough, has not been permitted to join his district. There is no mystery about the case, apparently, as the erring Deputy Commissioner has a knack of falling on his feet whenever he makes a wide jump. We read that the point now before the Government to decide upon is this: Certain decrees for debt were passed against this official by the Civil Court, Lucknow, and sent for execution to the Deputy Commissioner of Sultanpore, which appointment this official held at the time. This gentleman was then on the eve of his departure for England, and, seemingly, ignoring his own personality in the business, in his official capacity *dakhil-dufter-red* the decrees, and with a forgetfulness perhaps characteristic of high officials, never gave them a thought till reminded of the same by the local authorities on his return to the province. The case not only involves the sin of official indebtedness, but also of culpable official negligence, and it is the more remarkable that the two offences should find a combined development in the one and same person.

The Jute manufacturing interest is apparently more flourishing than is generally believed. The exportation of gunny-bags during the past four months compared with the corresponding months of 1874, exhibits the following results:—

	Increase.
To Australia	27,903
„ China and Straits	2,017,823
„ Madras, Ceylon, Bombay and Kurrachee.....	772,153
„ North America	627,350
Total increase bags	3,396,232

The exports to Burma have fallen off to the extent of 2,123,760, but an explanation of this is to be found in the exceptional demand which existed in 1874 consequent upon the rice famine in Bengal. The exports to North America during the four months referred to in last year were *nil*, and a very heavy increase has taken place in the shipments to China and the Straits, so that there appears to have been a very large extension of trade in regard to both, amounting to an almost entirely new business. The crisis in this trade is now gradually passing away and manufacturers have successfully extended their markets.

The rigid adherence to discipline which is characteristic of the military services is exemplified in the following instance which we extract from the Lucknow paper:—It appears that a short time since a non-commissioned officer, under the greatest provocation, struck a private soldier, and being tried by Court Martial, was reduced to the ranks, and, in addition, sentenced to 56 days imprisonment. General Chamberlain, with characteristic judgment, considered there were sufficient extenuating circumstances in connection with the case, to justify him in remitting one half, at least, of the sentence passed upon the man; and accordingly, instead of being sent to the Military Prison, he was adjudged to serve his 28 days in the regimental cells. It would seem that during his incarceration the wife of the prisoner was taken dangerously ill—in short, she died. Previous to her death a wish was expressed, both on the part of the wife as well as the husband, for a farewell interview—a last leave-taking. This *privilege* was accorded, and, under guard, the wife and husband met for the last time. The day of the funeral came round, and the widower, who had yet six days to serve ere his term of confinement would expire, was marched down to the cemetary under escort, to be present as chief mourner at his late wife's funeral obsequies; and, what was more astonishing still, when the ceremony was concluded, he was marched back to his prison to finish up his term of punishment. Probably military "red tape" has more to do with the treatment this man met with than want of sympathy on the part of the officers concerned. The regiment is not named in which this occurrence took place.

The *Straits Times* supplies the following news from Acheen, dated July 28th:—"Up to this date, good news has been received from Acheen. From the Commanding Officer there the Government has received, via Padang, a telegram dated 12th July, containing the following intelligence. Nothing particular happened. From information received, Suku Muda Choot Latif of Merdu one of our most determined enemies is dead. According to another report Tuku Daud has not yet been installed as Sultan, but will be on the 16th July; 2 or 3 days afterwards, at least if we do not attack, a grand attack from the enemy's S. and E. forts is to take place with no less than 30,000 men under the command of Tuku Chahik Lamngah, Tuku Iman, Tuku Iman Longbattah, and Tuku Bait. The attack is this time to be a serious one. State of health favourable, mortality slight. No cholera cases have appeared for 13 days, three patients suffering from that disease were yesterday received into the hospital, of whom one died. On the 15th July, the inauguration of the William's tower on Pulu Bras is to take place ceremoniously. A later official report received from Acheen contains the following particulars:—At Oleh-leh, 13 Europeans are now settled as traders, while there are also residing there 30 Chinese, 2 Kling, and 9 Malay traders. In Campong Jawa there is one European trader, and there are also at that place six Arabs and 161 Chinese. Between our fort at Pedajang and the camp at Pantei Perak, people are actively at work building houses to form a Campong exclusively for Chinese. Afterwards traders of that nationality will be removed from Campong Jawa, into which only Arab and Malay traders are to be admitted as much as possible."

The mania for warlike preparation which possesses Europe, would seem to have spread to China. Having hardly repressed internal rebellion, and restored tranquility at the cost of depopulation in Kweichow and Yunnan, she seems bent now on preparing for a possible Foreign war. Instead of taking time to recruit her finances and lessen the burden of taxation imposed during the troublous times, she is preparing first for a wild goose expedition to Turkistan, and next against a possible European foe. From every quarter we hear the same news of warlike preparation. The Viceroy of Kwangtung is sending troops to Yunnan, the Governor of Yunnan is levying troops on his own account, and a strong Chinese garrison is posted at Manwein, the frontier town where Margary was killed. Li-Hung-chang keeps a great army in Chihli, and is always doing something to improve the defences at Taku. One day he procures torpedoes from the Danes; the next he resolves to buy Armstrong guns at the advice of the Inspector-General of Customs; and all this while, the resources of the province are utterly exhausted. A little while ago the Special Commissioner Peng Yu-lin started to inspect the defences of the Yangtsze; and the *Peking Gazette* of the 6th July contains a memorial from the Governor-General of the two Kiang, reporting the progress of forts and war-ships within his viceroyalty. He found an armour-plated ship in course of construction at Shanghai, to say nothing of arms, projectiles, and powder. He does not mention that he found another gunboat on the stocks under-going costly repairs, nor that the Corvette which has been performing the valuable service of flying a long pennant in the Hwangpoo for some three years, requires already a considerable outlay. The inevitable inference from all these preparations, most of which will probably turn out to be useless, is says the *North China Herald* from whom we obtain this information, reluctance to do justice, and the effect is to excite a determination to enforce it.

What they intend to do in Ceylon when the Prince comes and how loyal they all now feel is plainly expressed in the following extract from the *Ceylon Times*:—"The meeting held in the Town Hall on Wednesday afternoon, August 11th, was an ample justification of the loyalty of Colombo, every class and race in the colony was duly represented, and the chief desire of all the speakers seemed to be, that the capital of the colony should do due honour both to the Prince of Wales and to itself. The short stay that His Royal Highness will make here, necessarily demands a very compressed programme, and we do not know that a better could have been devised than that adopted at yesterday's meeting. The liberality of Ceylon needs no stimulation on such an occasion, and we are sure that though the Prince may visit many larger cities during his Eastern tour, he will find none where he will receive a more hearty welcome than in Colombo. It was particularly gratifying to find the native speakers manifesting so warmly the regard which their countrymen feel for the Royal Family of Great Britain, and their readiness to join with the English colonists in taking the necessary steps to do his Royal Highness honour. As we anticipated, the resolution of the Municipality to present an address of loyalty and welcome to the Prince was warmly endorsed, and the moderation of the Council under its present circumstances fully appreciated. The public loyalty must necessarily be chiefly manifested in the *fete* in the Racquet Court and in the illuminations. Colombo is not a city that can be very easily illuminated to advantage, but there are some respects in which even the straggling and irregular character of the town might be turned to good account. The few lamps which surround the Galle Face and the Lake often present very picturesque effects from some quarters, and a little artistic taste would serve to transform the Galle Face ground into a miniature fairy land."

PILOTS' CLAIMS AGAINST THE PORT TRUSTEES OF BOMBAY.

DAVID JOLLEY AND OTHERS v. THE SECRETARY OF STATE AND THE TRUSTEES OF THE BOMBAY PORT.

(Concluded from the "Bombay Gazette" of August 18.)

Mr. Justice Bayley proceeded to say—Mr. Corke, who is First Assistant Master Attendant, and has been so for the last four years, and who seems to have got through his probationership in only 21 days passing his examination and becoming a pilot in 1841, states that he comes from Cowes, and that he has seen a good many vessels of the size and rig of these schooners. And as to Mr. Corke I may use language similar to that which I have used with regard to the other witnesses. He says that the schooners, since they came from England, have from time to time required extensive repairs, which would not have been needed if they had been properly constructed in the first instance. "I saw them in dock in 1869, when the iron dross was taken out for the purpose of the substitution of kentilage," for which the pilots are charged in this account which I shall come to presently. A large majority of the witnesses say that this iron dross ought not to have been there, but that kentilage ought to have been put in at the first in England. One of the witnesses—I believe it is Captain Henry—thinks iron dross the best, whereas Captain Morland and Captain Robinson and other of the witnesses think that iron dross ought not to have been put in. Then Captain Henry expresses an opinion which is not shared in by the Dockyard authorities apparently when he says "I think the vessels could have been built in Bombay for half the price," and he says that the vessels arrived here without any spare spars. It will be seen in the account that the pilots are charged with an entirely new set of spars. Such was the early evidence called on the part of the plaintiffs as to the state in which these vessels arrived and what they have since exhibited up to March 1875. But Captain Henry differs from it. He says that he had thought the vessels were very good ones, but he admits "I do not recollect having been on board the schooners since 1869." His opportunity therefore for examination was limited in point of time, and does not appear to me to afford to the Court so much assistance as those persons who were specially delegated by Captain Young to report officially upon these various vessels, and whose reports are in evidence in the case. Now Captain Robinson, Superintendent of Marine, and Superintendent of the Dockyard, gave a piece of evidence which appears to me to be of importance on this point. He says—"The alterations undertaken shortly after the arrival of the vessels in the early part of 1868 were done by the order of a competent committee, so I suppose they were necessary. Very soon after they arrived a question was raised as to whether they were properly built." In the course of the hearing a letter arrived from Captain Aylesbury which was allowed to be put in evidence, and which was written by him in reply to a letter by the Board calling his attention to the defects which had been discovered in these vessels, and requesting to be supplied with the necessary explanations and any other observations he had to offer; and he quotes at considerable length from a letter received from the builders to whom he appears to have written immediately on receiving the letter from the Board, in which they suggest—and he apparently endorses such suggestion—that any defects in the schooners which may be found now to exist were defects arising from want of proper care on the part of those whose duty it was to take care of them—in other words the pilots. In consequence of that letter—a letter, be it remembered, which Captain Morland said he showed to Captain Henry before the latter gave his evidence, and which, said Captain Morland to a certain extent influenced himself in the theory which he arrived at as to the extensive repairs to the schooners having been partially caused by want of proper care and attention on the part of the pilots. This letter having been put in evidence, the learned counsel for the plaintiffs obtained leave to recall one witness and call another in reply, in order that the Court might see whether or not this suggestion on the part of the builders that these vessels had not been properly attended to, and that therefore the repairs had become necessary, was well founded. The learned counsel called Mr. Walke and recalled Mr. Hill. Now the evidence given by the former is, in my opinion, in fact is all the evidence in this case, perfectly trustworthy. This is a case in which there is not the slightest suggestion that the persons examined have misstated any facts on one side or the other. I have tried a number of cases during several years, and this is almost the single instance in which there has not been the slightest suspicion of perjury on one side or the other. Mr. Walke was a person who had peculiar means of knowing, because he had been at sea for upwards of 30 years, he has since May 1869 been the master pilot in charge of the Sunbeam, and he proved that where there was any sign of rust on any of the iron that was in view he cleaned and painted it immediately, and he stated what is manifest, that while the iron dross was there, it was impossible to get at the iron frame-work at the bottom and towards the close of his examination in chief (he had not been called as a witness for the plaintiffs in that case) he said that he believed the elm wood used in construction was very inferior. "The bolts through the teak planking were perfectly sound; all the bolts in the world won't keep a boat dry when the wood is split. I had an impression that the elm wood was second class when it was used." You will recollect that when I was sitting from Mr. Jolley's evidence I pointed out that Mr. Jolley stated that the elm wood appeared to have been old wood. Now, Mr. Walke having formed that opinion, brought out this piece of evidence which appears to me to be of extreme importance. He said—"A great deal of damage was done to my vessel by a sea breaking over her; over the side it knocked off a lot of the bulwarks away on one side; if it had been strong I don't think it would have gone." Then he was cross-examined, and after a few questions had been put to him on other points, he was cross-examined on that point, and he then stated what appears to me to be very material. "As a rule, said he, the schooners may consider themselves only expected to do the ordinary repairs." Now, a good deal was said in the course of the case, and evidence was also given, as to what were ordinary repairs, and what were extraordinary repairs. Two masters of vessels—viz., Captain Christie, the captain of the Accrington, then in Bombay harbour, and Mr. Seth Taylor, captain of the Amerissa in Mr. Fortune, also in harbour, were both examined as to what were ordinary repairs, and especially with reference to the question whether the extremely expensive operation of "recoppering" vessels, which must take place after every 3 or 4 years was to be looked upon as an ordinary repair or not. These two gentlemen both said that "recoppering" was not an ordinary repair. Captain Henry, however, on the other hand says that it is, and that he knows from his experience in the P. and O. Company that shipowners are in the habit of invariably treating "coppering" as an ordinary expense. Now, it does not appear to me that the question here is whether a shipowner would or would not charge "coppering" as an extraordinary repair. A shipowner's point of view is, in my opinion, is not a correct test in the present case. We must remember that we are dealing with a rich body which starts with an accumulated investment of Rs. 1,48,000, to begin with, on the one side, and on the other hand pilots who are not men of capital like shipowners, but earning their few hundred rupees a month. It must be recollected that the pilots gave up their right to retiring pension and the privileges they then held. Under the former system, they were entitled to retiring pensions which Captain Morland in one of his very able reports and also in his examination-in-chief considered to be equivalent to one-fourth of the salary of the individual, however high or low such individual might be. There also under the old system had medical assistance afforded them by the Port Surgeon. Neither of these advantages exist under the scheme which they assented to, and as the evidence shows, on the faith of which as contained in this volume those who were formerly in the service and those who afterwards joined, entered the present pilotage service. It appears to me that it would be highly unreasonable to hold that they should do any other than ordinary repairs.

Although this question was intended originally by Government and by the Board to be decided by a friendly suit I have never seen a case in which every point has been more stoutly contested. The hearing of the case having occupied the Court for at least 9 days. In the course of the evidence I put the question—"Supposing there was no scheme which I believe has been expected in Bombay for several years, and one or more of these vessels were to be seriously injured in it, do the Board contend that the expenses of their repairs would fall upon the pilots?" I got no answer to that question at all. Captain Henry, however, seemed to think, as far as I recollect that such an expenditure would be extraordinary expense. I am clearly of opinion that the ordinary repairs contemplated by the Board are only such as would be so understood by the persons who entered on the footing of this scheme. I am also of opinion that the scheme did not justify the deduction by the Board of Rs. 1,200 a month for each schooner irrespective of the amount of repairs which were done to them. I shall turn on these words at the bottom of page 9. "Say the expenses for each schooner are Rs. 1,200 a month for crew, provisions, stores, repairs, &c., exclusive of pilots' remuneration which is a very full estimate, the expenses of the three schooners would be Rs. 43,200 per annum; there would thus be left for division among the pilots the sum of Rs. 35,600." It is perfectly clear that that Rs. 1,200 was only put down as an estimate for the purpose of calculation. It did not authorize Captain Pryce in the first instance or any of his successors afterwards to deduct that sum or rather to retain that sum as the Board claim to do to recoup themselves for the repairs which the vessels may require. The whole object of the scheme was that the pilots shall have, inclusive of the earnings subject to the deductions mentioned in the scheme. As the vessels were in the first instance to be handed over to them complete in all respect, the words at page 9 of the scheme being "these schooners will be handed over complete to the companies of pilots, and thereafter will be maintained and kept in repair by them, and coupling that with what is said in Captain Henry's minute which is that "it must also be borne in mind that vessels for this particular service must be of a very superior build and fitted with all the most recent improvements which will make them much more expensive than ordinary merchant vessels of the same tonnage." And considering what I have already stated as the only construction which can be put on this scheme, I entertain no doubt whatever that the expenses if they were necessary for fitting these vessels after their arrival clearly ought not to be borne by the pilots. I am also of opinion that none of the expenses caused by these vessels being, as I have no hesitation in saying they were, originally defective, must be borne by the pilots. The Board out of the 5 shares which come to them is bound to pay those expenses, which it is quite evident, as Mr. Jamsetjee says, have been very considerable. Next I am of opinion that it was not intended that the pilots should be called upon to pay the expenses of recoppering the vessels or for the Master Builder's attendance at the rate of Rs. 20 a day for the docking expences at Rs. 50 a day with which they are charged in this account. The new booms and masts also are not ordinary repairs. I should have thought that they ought to have been on board the vessels when they arrived here; but if it was considered necessary to have new booms and spars the Board must pay for them and not the pilots. Any extraordinary repairs which have been occasioned not in consequence of any default on the part of the pilots must, in my opinion, be borne by the Board. And although Captain Henry thinks from his knowledge of the habit of shipowners and of his own company that insurance should be included, I am of opinion that the Board have no right whatever to debit the pilots with any portion of the charges for insurance which amount, as I have already stated, to upwards of Rs. 28,000. I confess I have considerable difficulty in seeing what reasonable necessity there was for insuring these vessels at all; they do not cruise about, two are always inside the harbour, and one is outside cruising under the scheme only a few miles outside the Kennery Lighthouse. And if any extraordinary bad weather or cyclone came on they would easily be able to take shelter inside the harbour. Captain Henry says in his minute while commenting on Captain Giles' letter—"Of course in a cyclone or a very heavy gale of wind the schooners would be obliged to run into port, but in such weather no vessel ought to try and make the harbour. Vessels of the class intended to be used are able to keep at sea in the winter months off the coast of North America, where the weather is much heavier than it is here in the South West monsoon." If the Board, therefore, chose to insure these vessels they may do so, but they must pay for it themselves. If there were any vessels in Bombay harbour less likely to come to grief than others I should think they would be these pilot ships, because they are manned by men who have served as probationers; and as I have already pointed out they are appointed as pilots only after passing an examination, and before a man can become a probationer, he must be 21 years of age and must hold a Board of Trade certificate of not a lower grade than "coast." It is impossible in my mind to conceive anything safer than these pilot ships, plying only a few miles outside the port for the purpose of piloting vessels in and out of harbour of Bombay, and manned by men of all others the most competent to safely navigate such small vessels. I confess I have some difficulty in quite understanding Captain Henry's statement that it is more difficult to manage small fore and aft vessels of tons 100 each than it is to take a large full-rigged ship out of the harbour. Mr. Walke who has been master of one of these vessels ever since 1869 says he never found any difficulty in managing his vessel. Certainly, I fancy fore and aft rigged schooners like these can be easily managed; so if the Board chose to insure them of course they could do so, but they have no right to charge a single pie of that to the pilots. Then the appointment of extra probationers was entirely the act of the Board. The scheme provided that three probationers were to be employed in addition to the 16 pilots. I think Mr. Corke in his evidence says that there never has been a sufficient number of pilots on the establishment. They have had numbers of probationers, of whom only a few turned into full blown pilots, a good many of them were dismissed for drunkenness, many of them left according to the evidence of one of the witnesses, because Rs. 80 a month which was the salary paid to probationers, was not sufficient. Mr. Corke I think said, if they had given Rs. 100, he thought they would have stayed. The number of pilots has not been kept up, because apparently of the inability of the Board to secure persons who were competent in the discharge of their duties. Of those probationers, a large majority left for various causes and only a few turned into and became pilots. The scheme says, "the allowance to probationary pilots will fall to be paid by the Harbour and Pilotage Board." Three was the number contemplated, but in consequence of the absence of the Abyssinian Expedition, and an enormous number of vessels requiring to be piloted, numbers of extra probationers were taken on, and their cost is sought to be charged on the principle of apparently charging everything that possibly can be charged to the pilots. I think the sum is a very considerable one—something like Rs. 10 or 11 thousand, and the equable principle on which it is sought to charge these pilots with the cost of these extra men was because it was said that they were of use to the pilots by enabling the pilots to make more money for themselves. On that point the evidence is decidedly conflicting. The pilots say these men were really of no use to them at all, and I am not satisfied that it has been proved satisfactorily that these probationers were of any real assistance to the pilots. One of the witnesses says that they were all green on their arrival and had to be instructed in their duties. I think the balance of the evidence is that these men were not of real assistance to the pilots; but even supposing that they were, I am not at all prepared to say that the pilots ought to be debited with a single pie of the expenses of employing them in their present extra number. I have already noticed the fact of the 10 years' limit for repayment of the original cost of the schooners as being somewhat arbitrary inasmuch as the vessels will last a considerable number of years longer. It is shown that vessels of this description are strong composite vessels, and although they are likely to be affected by the setting in of galvanic action if they are not very carefully looked after, the pilots did not know the fact. If any galvanic action was likely to take place, and evil consequences arise from the want of extra caution and extra care, these pilots ought unquestionably to have been informed of the fact. Mr. Walke said that if he had been informed of it he would have worked up in the subject. Mr. Walke was examined by Commission of their written statement, the second defendants submit "that they ought to be held liable only to the extent to which the Governors of the said Harbour and Pilotage Board would have been liable had the said Port Trust Act 1873 never been passed, and provided only that it can be shown that there is now available for the purpose of satisfying the claim of the plaintiffs, or any portion thereof in the hands of the Accountant-General any balance of the moneys so as aforesaid paid by the pilots or absorbed into the Port Fund." Captain Morland tells us that this large balance to the credit of the schooners' expense fund was transferred to the port fund on the 28th February 1872, and that the Harbour and Pilotage Board ceased to exist in June 1873. We find from one of the solicitors' letters that when the "schooners' expense fund" was transferred to the "port fund," the sum standing to the credit of the former fund, which admittedly on all hands, arose by the savings occasioned by reason of the expenses of the repairs to the schooners not amounting to Rs. 12,000 per month for each schooner, was no less a sum than Rs. 53,105 5-2. The 15 shares from April 1868 to September 1874, it is shown amounted to Rs. 1,15,576-9 6. The sums gained by the pilots were very considerable, mainly in consequence of the return of the numerous vessels from the Abyssinian Expedition. They drew as is shown in the very elaborate and able report of Captain Morland, Exhibit 2, dated the 9th August 1871. In the first 3 years, very considerably more than the amounts contemplated by the scheme. For instance, the senior pilots instead of drawing their contemplated Rs. 400, drew on the average Rs. 514 per month, the first class pilots instead of drawing Rs. 300, received Rs. 458, and the others in proportion. Latterly, however, their gains have not been anything like as large. I may add that although the Board reserved to themselves the right of reducing the pilotage fees to be paid to the pilots if they averaged over 50 per cent. more than the Rs. 400 and Rs. 300, and so on, contemplated by the scheme, that never has been done. The large addition to the pilots' income which took place during the first 3 years of the scheme, 1868 69, 1869 70 and 1870-71 has fallen off of late years. The receipts for 1872-73 (that I presume is the financial year) were Rs. 16,303, for 1873-74 Rs. 15, 437, and for 1874-75 Rs. 15,422; and from a comparative statement marked as Exhibit 10, prepared under the orders of Captain Morland and verified by him, showing the average of pay paid to each grade of pilots from September 1872 to March 1875, we find that the excess is infinitely less than it was during the first 3 years, the master pilot's pay averaging, instead of Rs. 400, as contemplated by the scheme, Rs. 513-10-0, that of the first class pilots averaging Rs. 379-6-3, the second class pilots instead of getting Rs. 250, have received Rs. 326-10-0, and the third class Rs. 307-8, instead of Rs. 200. The rate of excessive pay has therefore fallen down to a very small margin of late years. The Port Trust Act has not, in my opinion, interfered with the rights of the pilots. I confess that I can hardly understand the early passages in the written statement of the second defendants. They say that "the moneys constituting such fund are still in the hands of the Accountant-General and have not yet been transferred to these defendants." They no doubt say that, but still they have, by the account annexed to their written statement, operated upon that fund which has accrued to such extent. They have, in fact, operated it out of existence, and made a claim against it of Rs. 10,000 odd. That seems to me to be a little inconsistent with their contention that they are not liable unless it can be shown that there is now available for the purpose of satisfying the claim of the plaintiffs or any portion thereof in the hands of the Accountant-General any balance of the moneys so as aforesaid paid by the pilots or absorbed into the port fund." The Rs. 53,000 odd were transferred to the port fund in February 1872, and the defendants allege that they are entitled to make very large deductions from it. The various sums which go to make up the port fund were given at great length by Mr. Morland, but that appears to me to be wholly immaterial, because if once you trace this fund into the possession of the late Harbour and Pilotage Board, why the present persons who succeeded to their funds succeeded also to the trust with which that fund was affected in the first instance, and the Port Trust Act has not only not interfered with the rights of the plaintiffs, but has not extinguished those rights. A much higher case than the present one is the case of Burgess v. Weeks, cited at length in 1 Bl., where it was decided that a trust in fee in land is not subject to escheat, and it has also been held in the Privy Council in the case of the Collector of Masulipatam, reported in 8th Moore's Indian Appeals, page 500, that an estate taken by escheat is subject to the trusts with which it was affected. Nothing short of actual extinguishment by an Act of the legislature could prevent the plaintiffs from following these trust monies into the hands of the persons who have taken them with the knowledge of and subject to such trusts. That being my view of the various matters in this case, I proceed now to record my findings on the various issues which have been framed which I shall do in the following manner. The first issue is—Whether there is in the hands of the defendants the Trustees of the Port of Bombay, or in the hands of the Accountant-General any balance arising out of the moneys deducted from the pilotage receipts available for satisfying the plaintiffs' claim in this suit. I record that issue in affirmative. The certificate of the Accountant-General shows that there is a lac and fifteen thousand odd rupees standing to the credit of the port fund which includes the balance of 53,000 odd transferred from the schooners' expense fund in 1872. The moneys are now in the hands of the Accountant-General for the Port Trustees who have operated upon it in the manner I have just now described. Either the Port Trustees or Government have power over those moneys, and if the Port Trustees say that they have not them the Government have. It is immaterial to the plaintiffs which of these bodies pays them. The second issue is, "if so, whether the plaintiffs are entitled to be paid such balance, or any part thereof by the Trustees." That will be found in the *negative*. The third issue is, "whether the Trustees or their predecessors are or were entitled to deduct from the shares allotted to the pilots under the scheme in the plaint mentioned the sum of Rs. 1,200 per mensem for each schooner, the Trustees or their predecessors paying thereout all sums necessary for the repairs and insurance of the said schooners." I record my finding on that in the *negative* for the reasons I have already given. They were not entitled to deduct the fixed sum which was only mentioned as an estimate for the repairs. The fourth issue is, "if not, whether the Trustees or their predecessors are or were entitled to credit the schooners' expense fund with 15 shares in the pilotage receipts from 11th April 1868 or from any other, and what date." There was some little difficulty towards the close of the case as to what was meant by that issue, but apparently it was intended to mean that the Port Trustees could retake the 5 shares which they voluntarily gave up to the pilots in March 1867. I am of opinion that they were not entitled and consequently the finding on the issue will be that they were not entitled to credit the schooners' expense fund with 15 shares in pilotage receipts, but only with 10 shares.

The fifth issue is, "whether in case the Court is of opinion that the Trustees or their predecessors are not and were not entitled to deduct from the shares allotted to the pilots under the scheme in the plaint mentioned, the sum of Rs. 1,200 per month in respect of each of the said schooners, the pilots are properly to be debited with the costs of all repairs, ordinary and extraordinary, and of the insurance of the said schooners." The answer to that will be that they are entitled to debit the pilots with the cost of ordinary repairs, but not of extraordinary repairs, or with insurance of the schooners. The sixth issue is, "whether the Trustees or their predecessors are or were entitled to deduct from the shares of the pilots in the pilotage receipts, the sum paid as salaries to probationers in excess of the number of three." The finding on that will be in the negative. The seventh issue is, "whether the plaintiffs are entitled to the balance which will be or now stands to the credit of the schooners' expense fund account, after debiting to such account the moneys paid in respect of the ordinary repairs of the three schooners, and the payment and provisioning of the crews thereof." The answer to that will be in the affirmative. The eighth issue is, "whether the Port Trustees are entitled to debit to such account the moneys paid in respect of the insurance of the three schooners." The answer to that will be decidedly in the *negative*. The ninth issue is, "whether the Port Trustees are entitled to debit to such account moneys paid in respect of repairs to the three schooners other than ordinary and in respect of office expenses and probationary pilots." That also will be found in the *negative*. The tenth issue is, "whether the Port Trustees or their predecessors are or were entitled to debit to such account, the charges incurred in Bombay in placing

INDIAN EXTRACTS.

MIRACULOUS ESCAPE OF A SEAMAN.

(*Indian Daily News August* 21.)

In the announcement of passengers per S. S. Narval in our issue of Tuesday last appears the name of one Frank Lopez, seaman, who was picked up at sea, and who is said to have belonged to the ship West Ridge. This is a mistake; the vessel to which he belonged being the West Riding which was bound from Liverpool to Sidney, Australia. We give below an account of the circumstances attending Lopez's falling overboard till the time he was picked up by the Narval; having been in water for the space of eleven hours: and we cannot do so better than to let Lopez speak for himself. This then is the account which he verbally gave to our reporter: "On the morning of the 2nd of June last I was on the gang forecastle on the look out. About 3 o'clock the mate came forwards and asked me if the side lights were all right. I replied in the affirmative. He looked over the bow and told me that there was something hanging down from the jibboom, and at his request I went out on the boom to see what it was. As I could see nothing from the boom, I went down the martingale to see if anything was there. Finding that the flying-boom bob-stay was carried away, I tried to pick it up, and in the attempt lost my hold and fell overboard. When I picked myself up, I found the vessel coming over me, and had just time enough to shove myself away. I could hear the mate singing out "man overboard." Being a good swimmer, I struck out so as to clear the bow of the ship. I sung out for a rope, when somebody said "there's a life-buoy for you;" and then I could hear the mate's voice, saying "have you got the life-buoy?" but I replied "no;" "back your mainyards, and heave to." Whether my words were heard I can't say, but shortly after I found the life buoy; and after getting into it and looking round I found they had "hove to," and was burning a blue-light from the stern. The vessel, however, was fast drifting away; so, for fear I should be left behind, I cut off all my clothes, including my shoes, to enable me to swim faster after her. I was expecting a boat coming to me every minute, and every 4 or 5 minutes I kept singing out. But no boat came. At daybreak I could see the hull of the ship plainly, and swam as fast as I could, thinking I could catch her; but she was drifting away too fast; and then I said to myself "its no use." I was thinking they were long about coming with a boat, and said to myself "Oh! God Almighty, what are they doing; why don't they put the ship to." I then saw the vessel come up with the wind, and thought she was coming for me. But she didn't. By this time the sun rose in the horizon. I could see the vessel put right off, and I hoped she would wear round and come to me. But I saw her square the mainyard and down foresail and mainsail, and set the three royals. Then I gave myself up for lost and commenced to cry, saying "Good Lord, the ship has gone away and left me in the open sea." I had no more hopes of life, expecting every moment to be carried away by a shark or something else. I was prepared for death, and wished that I did not know to swim, as people say that those who don't know to swim die very easily. I tried to destroy myself by drinking the salt water, and shoving my head under it, but it was of no use, for every drop of water I drank, I used to throw up again. I left the life-buoy go, to see if I could not sink; but as I did not, I picked it up again, and rested myself on it, and commenced to cry; thinking that the Almighty would take my life when he thought proper. After the lapse of sometime, whilst still resting on the buoy, I bethought me that I might get picked up by some passing vessel, and so began straining my eyes to see if I could see anything. At last I saw something, which I could not quite make out, whether a ship or bird, and was so overcome with joy that I swooned for a little, but how long I could not say: for when I came to myself I could distinctly make out a ship coming towards me, so I struck out towards her. Once I fancied I was going to be passed by without being picked up, and threw away the life-buoy to enable me to swim faster. Upon nearing the ship I shouted out "ship ahoy!" from near the starboard bow of the vessel. After doing so three or four times I could perceive I was heard, and could see people running on the poop. After a few minutes of dreadful suspense, I saw a man with a life-buoy in his hands, and immediately after I saw they were shortening sail and making preparations to pick me up. I had hopes for my life again. After swimming some time in the wake of the ship, I managed to pick up the life-buoy, and so got into it and rested, being at this time much exhausted. After some little time I heard a whistle; and looking in the direction of the sound saw a boat coming towards me. They in the boat saw me and hailed out to me not to be frightened, as they would quickly save me. I was taken into the boat; and in trying to stand up in the stern sheets I again fell overboard, and was pulled in and laid down in the bottom of the boat, the men taking off some of their clothing to enable me to make a somewhat decent appearance on board, as I was entirely naked. I was kindly received and treated by the people on board. The ship which picked me up proved to be the Narval bound for Calcutta. It was about half-past 2 P. M. when I was taken on boad the Narval My skin, from exposure to the sun, was fearfully blistered and could be taken right off.

A CAUSE CELÈBRE ON THE HILLS.

[*From the Correspondent of the "Madras Times."*]

COONOOR, AUGUST 19.

The Court of the Cantonment Magistrate at Wellington was yesterday the scene of unwonted bustle in consequence of the trial of a case which had excited much interest among the planters and visitors of the neighbourhood. It was a case in which Mr. Mullaley, of "Ibex Lodge" on the Droog near Coonoor, charged Colonel Douglas Scott, of the Madras Staff Corps, and Colonel Robert Cadell, B. A., C. B., with "criminal trespass." Mr. Cowell, Solicitor, appeared for the prosecutor, and Mr. Jefferson (Jefferson and Payne, Bombay) for the defence. On the application of Mr Jefferson, the case against Colonel Scott was proceeded with first, so that Colonel Cadell might be able to give evidence in the case. It appears that there are both public and private roads through the Droog estate, the public ones being in a very bad state, and that Mr. Mullaley lately posted a notice at the Coonoor Library warning the public that visitors to the Droog using his roads would be prosecuted for criminal trespass, and adding that the Government roads presented every facility for breaking one's neck. He explained in his evidence that he had thought it necessary to take this step because the Local Funds Board had claimed the road through his tea estate, and in a private letter to the Magistrate, which was put in, he said that it was only by taking this course towards visitors that he could apply the pressure of public opinion to the Local Fund Board, and that Col. Scott's case happened unfortunately to be the first one since his return from England that he had been able to take up. It appears that, on Saturday, the 7th instant, Colonel Scott and Colonel Cadell accompanied by a friend, and a coly carrying breakfast, set out to visit the Droog, and were passed on the public road by Mr. Mullaley, who wished them a pleasant trip. After they had gone a mile or two further, however, they were met by Mr. Mullaley's Superintendent, who told them that they were then on a private road, and desired them not to return that way. They returned in some other way, but it is contended for the prosecution that, in doing so, they still passed over some portion of Mr. Mullaley's land, and on the following Monday Mr. Mullaley wrote to Colonel Scott demanding an explanation of his conduct and the names of the persons who accompanied him, and adding that upon the nature of that explanation would depend his (Mr. Mullaley's) future course. On the following Wednesday or Thursday, Colonel Scott wrote saying that he did not think his conduct required any explanation, and enclosing a card from Colonel Cadell which stated that the third gentleman was a stranger in the neighbourhood and that he (Colonel Cadell) really did not know the name of the coly who accompanied the party. Upon this, Mr. Mullaley took out the summons for criminal trespass, which is now being heard. Mr Mullaley admitted that visitors might easily get on to his private road by mistake, and said that only two warning boards were up on the estate, in the space of about a mile. It might be difficult in some parts to tell his land from Government land, but in this case the defendant came along a bandy road with coffee on each side. This was the first time he had taken any notice of such trespass, and had Colonel Scott expressed his regret for what he had done, no steps would have been taken against him.

The case was adjourned till this day.

The following telegram in reference to this case is published in the *Madras Times* of Aug. 21.

COONOOR, AUGUST 20.

The Magistrate dismissed the case against Colonel Scott yesterday, on the ground that there was no criminal intention to annoy Mr. Mullaley. The similar charge against Colonel Cadell was withdrawn.

CHARLES UMPHERSTON AITCHISON, ESQ., C.S.I. SECRETARY TO THE GOVERNMENT OF INDIA IN THE FOREIGN DEPARTMENT.

(*Indian Charivari.*)

The system of competition for the appointments in the Civil Service of India on its first introduction raised great expectations that we should obtain, for the benefit of this country, a class of men far above the average of the old Haileybury students, and who had obtained some knowledge of life from a career at the Universities, as the limit of age for the first examination was then fixed at twenty-three. The arrival of the first batch of competition-wallas in this country confirmed such expectations, most of them having at an early period of their career displayed more than average talent. One of the most distinguished, and at any rate the most fortunate, has been Mr. C. U. Aitchison, who, when he had completed little more than fourteen years' service, was selected as Foreign Secretary to the Government of India, one of the most coveted posts in the Service, and leading, as a matter of course, to further promotion. Mr. Aitchison commenced his Indian career in 1856 in the Punjab, at that time the nursery of rising men destined to distinguish themselves during the mutiny under Sir John Lawrence. He was not long in attracting the attention of his superiors, and he was a member of what the scoffers called "the religious sect," the favour of Sir John was more readily secured. In a few years Mr. Aitchison was transferred to the Foreign Office, and here he produced his *magnum opus*, which established his reputation, his collection of the treaties and sannads with the feudatory and other chiefs of India, which has become a standard work of reference for all students of Indian History. In 1870 Mr. Aitchison became Foreign Secretary, but we cannot say that he has impressed any stamp of originality or talent in our dealings with independent or subordinate states. The leading strings in which the Foreign Office in India is kept by the Secretary of State may, to a great extent, account for this, but better things were expected. Mr. Aitchison is, however, destined for a higher sphere, and may, in a more independent career, realize the expectations that have been formed of his undoubted talents.

BUCK.

EUROPEAN AND OTHER EXTRACTS.

HOLLAND HOUSE.

There was a time when Holland House could be spoken of, as it was by Luttrell, as something more than a private mansion—as 'an integral part in the political Constitution of England;' when the opinion of Holland House on the current events of statesmanship was as eagerly sought after and as diligently weighed as that of the great Revolution families, and when a Whig Minister could have no secret held office in contradiction to its wishes than he could without the personal approval of his sovereign. These days have gone by, but the prestige of Holland House remains, transformed by the chemistry of time from a political tradition into a social influence, but still an influence tangibly felt and universally appreciated. 'Though everybody,' wrote the genial Greville, 'who goes there finds something to abuse or to ridicule in the mistress of the house, and its ways, all continue to go; all like it more or less; and whenever, by the death of either, it shall come to an end, a vacuum will be made in society which nothing will supply. It is the house of all Europe; the world will suffer by the loss, and it may with truth be said that it will eclipse the gaiety of nations.' How wide and how real was the authority of the Holland House *regime* in those days may be judged from the fact that on one occasion when its mistress imagined that her health demanded five-o'clock dinners—the same mistress whose brusque and whimsical eccentricities have passed into history—she not merely brought all London to dine with her, but actually succeeded in making that inconvenient and unwholesome hour fashionable and popular. Rogers and Luttrell protested against it as a barbarism; Tallyrand swore that it was intolerable; but all three continued to come, and to worship latest idol which the then Lady Holland had set up for herself and her friends—now a poodle, now a kitten, now a new page, and now some recently-purchased fabric of old china. 'Such, 'in the words of an old *habitue*,' is the social despotism of this strange house, which presents and old mixture of luxury and constraint, of enjoyment physical and intellectual with an alloy of small *desagremens*.' None other than Lottrell it was who said that the English climate was 'on a fine day like looking up a chimney, and on a rainy day like looking down it.' Such point as the remark has is far-fetched and a trifle obscure; but its authorship has caused it to pass into the currency of British *mots*. If Mr. Luttrell were alive in this year of grace he would probably have some things to say of the English climate in connection with Holland House quite as epigrammatic, and not less severe. The stars in their courses have certainly fought against the hospitalities of the Kensington pleasaunce. It is only a twelvemonth since that the Swedish singers were warbling their liquid melodies on the narrow sloping sward where Lady Holland masses her company, astonishing the birds in the solid arches of greenery which flank the quadrangular enclosure, and delighting all these visitors who formed the privileged audience. This year there has been no *al fresco* music at Holland House. At the second garden party, twice postponed in consequence of the weather, there was indeed, to judge from the notes which floated in upon the company, and drowned the perpetual drip drip of the rain, audible above even the hum of conversation, a band concealed somewhere under the colonnades. But one has necessarily missed the usual features of these delightful entertainments. There have been the flowers, and the dense walls of ivy and evergreens; but the gloomy shades of Addison's Walk have been enlivened by the laughter and the gambols of none of those royal infants, 'the little Walescs and the small Tecks,' who seem to recognise in Lady Holland something more than a family friend.

And it is the hostess of Holland House who has been now, as her predecessor was when Greville visited there, the centre of the attraction of the place, the social queen who has diffused the influence of her personality to the furthest limits of the scene. That is the idiosyncrasy of the Holland House receptions. Garden parties are usually more or less tumultuary assemblages, in which no centre of attraction is observable; a chance collection of forluitous atoms, each of which describes his or her independent orbit. The entrance to them might be an affair of tickets, and the guests have no sooner taken their place in the inclosure than they ignore the existence of hostess and host. At Holland House there is none of this confusion and irregularity. The mistress of Holland House is the recognised centre of her guests. Her presence asserts itself everywhere, and the genius of the place is felt in the radiating charm of her manner and her voice. Lady Holland is something more than the hostess who links her guests together in one chain of social continuity. She bridges by the dignity, sweetness, and grace of her manner the interval between two epochs of English civilisation. The responsibility which rests upon the hostess of Holland House is not slight. The weight of tradition which she is called upon to maintain would be too heavy for many shoulders; for traditions may depress as well as inspire. Every corner in Holland House and its garden is really haunted ground. One has no sooner entered the long avenue of elms than one finds oneself in a solitude as profound and picturesque as if Charing-cross were not four, but four hundred, miles away. There is something at every turn to summon up the image of a famous past, and house and garden are alike populous with august memories. From 1709 to 1840 there was hardly a man in England distinguished in politics, science or literature who was not a guest at Holland House. The list begins with Charles James Fox and Lewis; it ends with Earl Russell and Lord Houghton. 'The brilliancy of the *salon*,' it has been said of Holland House, 'did not throw into shade the intimate home circle.' That characteristic has survived the ravages of time and the lapse of social generations. The political character with which the hospitalities of Holland House, as the stronghold of Whiggism, were once invested has disappeared, and they are all that the receptions at Strawberry Hill are not. If Mr. Disraeli spends his Sundays at Holland House, it is Mr. Gladstone who has visited there the previous Saturday. Notwithstanding the skill and industry which Lady Holland-Kerr has displayed in endeavouring to consolidate the fortunes of Liberalism in the neighbourhood of Twickenham, it may be doubted whether even she has been able to revive the entire apparatus and efficiency of the political drawing-room. But the reunions of Holland House are dominated by no semblance of any specific object, social or political. Lady Holland is not more than six months in England out of every twelve, and that is insufficient for any appreciable exertion of political influence. At St. Anne's Hill her ladyship receives only her intimate acquaintance; at Kensington she sees the world: but it is crowd in one from which nonentities are specially excluded; and though the democratic influences of the time may have done something towards modifying this principle of social exclusiveness in the course of the last two years, an invitation to Holland House is still a distinction.

The special functions which these entertainments have fulfilled, and continue to fulfil, are twofold. In the first place, it has been Lady Holland's good fortune to contribute materially to the understanding which exists between Royalty and the more highly-placed of the subjects of Royalty. She has acted on many occasions that might be mentioned as an interpreter of the sentiments of Queen and Prince to peers, peeresses, and potential commoners. Secondly, it would probably be found that a majority of the notable foreigners who have come to England in the last forty years have been introduced to English society under the auspices of Holland House. Blanco White, the author of *Doblado's Letters*; Dumont, the publicist, the friend and helper of Mirabeau and of Jeremy Bentham, whose epitaph, written just after the publication of Scott's *Life of Wellington*, will well repay quotation:

'Manvais romancier quand il écrit l'histoire,
Habile historien quand il fait des romans.
S'il invente, il faut le croire;
S'il raconte, méfiez vous en;'

Pictet, the Genevese statesman; Francis d'Artois, his contemporary; Ingenhouz, the Dutch physicist; Calonne, Pozzo di Borgo, the Prince and Princess Lieven, Montalon and Bertrand, the staunch friends of Napoleon, and alluding to the devotion of the latter of whom the great Corsican said, 'Bertrand est un parfait honnête homme, mais il a un caractere de vache' the two Humboldts, William, and Alexander; Talleyrand, Canova, Madame de Staël—these are only a few of the names of the distinguished foreigners whom Holland House has introduced to the world. It is difficult to decide whether the pictures or the manuscripts of Holland House are the more interesting and eloquent. Both alike enshrine history, and both are the precious and unconscious treasures of generations of taste and action. On the death of the third Lord Holland there were found on his dressing-table the well-known lines, the ink of which was scarcely dry:

'Nephew of Fox and friend of Grey,
Enough my meed of fame,
If those who deign to observe me say
I injured neither name.'

When Lady Fox, widow of Sir Stephen Fox, was on her death-bed, she thus addressed her two sons, speaking more particularly to the elder: 'I don't only desire you, but command you to be good. Serve God, Never let slip the least opportunity of doing any good to your fellow-creatures; for although you are blessed with a good estate, yet never carry yourselves haughtily to or think yourselves above others. Don't be a fop. Don't be a rake. And you, Stephen, mind on your name being Stephen Fox; that, I hope, will keep you from being wicked. Think on your name; 'twill ever fly in your face and say, Did your father do so?' Few persons can have looked at the autograph copies of these without being struck by the nobility of the form which the aristocratic idea assumes. It is indeed nothing less than the pure and literal assertion of the aristocratic principle in its most perfect shape—not to degrade the illustrious traditions of great ancestors. The lesson is one which the present generations would do well to heed. The ennobling idea that pervades the glades and galleries of Holland House is one which should be felt as a living admonition and example. The position of the aristocracy in this country is, we believe, immutably firm. It is for the younger members of the aristocracy to see that they deliver unimpaired to their descendants that tradition of honour and that moral principle which time and ancestors have bequeathed to them. If Byron and De Quincey are to be believed, Addison died drunk; that Charles Fox was a man of pleasure and a gambler as well as a statesman we all know. But each of these men has left behind him a heritage of high and ennobling sentiments. Their indiscretions are forgotten in their greatness. There was no more thorough cynic of his generation than Robert Adair, the friend of Rogers the poet. But when, as they were strolling through Chesterfield House, Adair received in answer to his question, 'In which room did Fox expire?' the reply 'In this very room,' he burst into a vehement flood of tears. Much is to be pardoned to those who have achieved much, and having lived in the fierce light that beats upon a political career have left a name revered only by minor faults. For on a fitful-sir-by could write thus to his wife, and the lines are still to be seen at Holland House:

'Of years I have now half a century pass'd,
And none of the fifty so blest as the last.
How it happens my troubles thus daily should cease,
And my happiness thus with my years should increase,
This defiance of Nature's more general laws,
You alone can explain who alone are the cause.'

The frame of mind which could pen such lines as these is to be envied, and the atmosphere which can generate such a spirit is perpetuated at Holland House. To know the building and the gardens is no mean instalment, as Dr. Johnson said of Italian travel, in a liberal education.

—*The World.*

TWO HEROES OF ROMANCE.

In the intervals of drill, which, made up the greater part of my existence at this period, I continued to swallow, in about equal doses and with strange infatuation, Captains Calipash and Chutney's stories. Captain Chutney, if he could hit off a moment when Captain Calipash's finger was not hooked in my button-hole, used frequently to take me out for a walk; and then his Indian stories were incessant. He was much addicted to drawing diagrams on the ground with his stick to illustrate them, or stopping to show, with great elaboration of pose and gesture, how a sepoy crouched, a tiger sprang, or a Begum languished. Yes, how a Begum languished; for Captain Chutney's conquests were not only by the sword. At a languishing Begum, Captain Chutney was particularly good.

By a curious coincidence, at the end of three weeks the regiment was suddenly ordered to Snoozleton, the capital town of my county, Snoozleshire. We had not been in our new quarters more than a week, when Captain Calipash entered my room, one morning after parade, with a mysterious air.

'I say, Boomershine, I put it to you as a Snoozleshire man. They are a primitive people down here. Don't you think a lecture on the West Indies, in the Town Hall, would go down uncommonly well?'

I warmly applauded the design. Captain Calipash looked pleased, and went on: 'Now, the great difficulty will be to get the thing known, and, at the same time, to keep that insufferable bore, Chutney, in the dark; for, by Gad, Sir, such is that man's overweening love of getting people to listen to him, that I verily believe if he got an inkling of the thing he'd force all me with his sickening India. It must be kept from Chutney at all risks, and you, as possessing local knowledge and interest, will be just the man to assist me.'

I at once pledged myself to do all in my power. Had Captain Calipash said 'just the person,' or 'just the individual,' I doubt whether I would have thrown myself with such zeal into his cause; but 'just the *man*' carried everything before it.

'You can be of the greatest service to me in getting the thing quietly promulgated. You can tell your people, you know, and they'll tell their friends, and they'll tell theirs, and so on; and with some bills I'll insert we private-ly amongst the tradesmen and working classes, we'll draw a very good house, I've not the slightest doubt.

Captain Calipash's eyes glistened as he spoke of a 'good house,' and he was too intoxicated with the delicious prospect to brook much delay.

'The longer it's put off, my dear Boomershine, the greater chance there will be of Chutney finding it out. So I think we had better say next Wednesday; and you'll do all you can to let people know, won't you?'

I readily undertook this share of the work; and Captain Calipash started of in high glee to make certain preliminary arrangements. He had not been gone two minutes, when Captain Chutney entered my room.

'My dear Boomershine, how that unmitigated West Indian humbug does persecute you! I saw him come here, and I've been waiting for the last half-hour for him to go, as he is, of all persons in the world, the very last I should like to know anything of what I'm going to speak to you about. But, first of all you must promise me faithfully not to breathe a word about it to him.' I gave the required promise.

'Now, they seem, down in this part of the world, inclined to take kindly to soldiers; and it occurs to me that if I were to give a lecture on India in the Town Hall, it would be a graceful opening to our intercourse with the inhabitants. You, as a man of local experience, will be invaluable to me, and I want your assistance. Of course I may counjion that, mayn't I?'

I blushed and fidgeted about uncomfortably. Was I not already pledged to Captain Calipash? and was not my tongue tied, so that I could not give this as a reason for withholding my services?.

Captain Chutney noticed my confusion and hesitation, and his ire rose.

'I suppose, Sir, that I'm to understand you refuse?'

'Well, but don't you see?' I stammered.

'Don't I see? Yes I do see, Sir,' said Captain Chutney, quite purple in the face. 'I see, with both eyes shut, that that insidious sneak Calipash has so poisoned your mind with his miserable trash that I look upon you as morally dead—poisoned, poisoned to death, and Calipash is the moral murderer! Good morning to you, Sir,' and Captain Chutney bounced out of the room like an ignited rocket. I was intensely put out by the occurrence. Hitherto I had listened with equal interest and belief to the stories of Captains Calipash and Chutney; but now the impossibility of serving two masters was exemplified, and the inevitable rupture with one had come. I was on the horns of a dilemma, and in my perplexity I repaired to Wilder for advice.

'Calipash going to give a lecture, is he? and old Chutney on the same tack?' said Wilder, as soon as I had explained the circumstance to him.

'Ye-, dont you see, it's pissed me in such an awkward position? I dont' want to quarrel with Chutney; he has been very kind to me; and at the same time I must keep my promise to Calipash. What do you advise?'

'My dear fellow, leave old Chutney to me,' said Wilder, after a few moments' thought. 'I'll manage it all. By-the-way, what evening did you say Calipash's lectures comes off?'

'On Wednesday next. But of course you won't breathe a word of this to Chutney?'

'Not for worlds,' replied Wilder, in tones which left no doubt of his sincerity.

I was reassured, and departed with a lightened conscience. As I left Wilder's room, I fancied I heard a burst of chuckles; but I thought nothing of it at the moment. Hookey Wilder was addicted to chuckles.

As the eventful Wednesday drew near there was about Captain Calipash a hilarious air of anticipation, and a general condition of mind and body known as being in high feather; and, strange to say, exactly the same demeanour characterised Captain Chutney at this time; and whenever the two met, each seemed to be laughing in his sleeve. I noticed, too, that Wilder was a great deal with Captain Chutney, and this was curious, for Wilder was Captain Chutney's most sceptical enemy, and I had even seen him on some occasions, when other means had failed, silence his superior officer's flow of narrative, with a sofa cushion.

At last the evening arrived, and I found myself, acting as a sort of stage-manager to Captain Calipash. The honour had been gradually thrust on me, somewhat to my embarassment, but Wilder came forward in the kindest manner possible with his services, so be sure, there were certain arrangements which I failed to see the use of; for instance, a baize screen, which was placed down the centre of the stage to within a few feet of the footlights. But when I questioned its utility, Hookey Wilder silenced me with his superior knowledge of stage business.

'It's merely, my dear Boomershine, to take away from the bare effect of one person on the "boards," and, in technical language, is called "filling the stage."'

This was about the finishing touch to the preparations, as far as I was concerned; and leaving the good natured Hookey Wilder to complete any further arrangements which his experience might suggest, I went to look after my relatives, consisting of my father and mother, and half-a-dozen small brothers and sisters, who had driven ten miles to be present.

The house filled speedily until it was crammed. The tradesmen and working men of Snoozleton, with their wives and children, showed in large numbers, and on one of the front benches was the entire Boomershine family in a fervid state of expectation. There were also nearly all the officers of the regiments and a goodly gathering of the rank and fashion of the neighbourhood, attracted in a great measure by a rumour that the lecture was to be followed by an entertainment, perhaps an *impromptu* dance, up at the barracks. Occupying the seat of honour, and surrounded by his staff, was Major-General Sir Charles Colleywhobble, K. C. B. The gallant veteran was cudgelling his brains to keep pace with the times and appear scientific; and directly he had heard of the lecture he had said, 'This sort of thing is highly creditable; it must be encouraged. I shall attend'; and had come all the way from the head quarters of the district to do so.

I took my seat in the midst of my family, and while awaiting the appearance of the gallant lecturer, the stage preparations were surveyed with considerable curiosity. On one side of the screen was a large glazed map of the West Indian Islands, stretched on a frame, and on an adjacent table was laid Captain Calipash's valuable collection of curiosities—a sugar-cane, a preserved scorpion in a medicine bottle, a string of beads known as 'Job's tears,' two stuffed humming-birds, and a calabash. On the other side of the screen, considerably mystifying the large map of India, also framed and glazed; and on another table, more choice curiosities—a sandal-wood box, a bamboo drinking cup, a tigers claw, a grass-work cigar-case, and a wooden Hindoo idol. At the back of the stage were two doors, right and left, both of which were watched with considerable expectation.

I only watched the right-hand one, for I knew that through a crack therof the eye of Captain Calipash was fixed upon me, awaiting the preconcerted signal for his entrance. When I considered the feelings of the audience had been wound up to the highest pitch, I was to blow my nose. I blew my nose, and Captain Calipash promptly made his appearance.

A burst of applause greeted him, in the midst of which, to my horror, the door on the other side of the screen was opened, and Captain Chutney appeared bowing low to the audience. My feelings were those of a signalman when he discovers too late, that he has sent a train down a single line up which an express is rattling, and, like one in a horrid dream, I awaited the shock.

'Ah, opens with some lighter business, I see,' said Major-General Sir Charles Colleywhobble; 'some little pleasantry in the "Box and Cox" style, evidently.' This idea seemed to be shared by most of the audience, to whom it was a pleasant surprise, and the applause was redoubled.

On this Captains Calipash and Chutney smiled and bowed more than ever, and placed their hands upon their hearts. It was without doubt the proudest moment of their lives. With the exception of myself, no listener for five consecutive minutes had been a luxury neither had known for years. But here were listeners by the hundred, not only ready to listen by the hour, but regularly clamouring for the treat. Each seemed to tread on enchanted ground.

Smiling and bowing, they both advanced down the stage, on either side of the screen and as they neared the footlights they conversed.

Captain Calipash was just clearing his throat for 'oh, know ye the land of the guava and turtle?' which he had determined upon as a graceful opening to his lecture, and Captain Chutney was still bowing and smiling blandly, when they both cleared the screen and—*touched!*

* * * * *

'Capital! Evidently old stagers!' Those starts of astonishment and dismay on either side would have reflected credit on the elder Kean,' observed Sir Charles Colleywhobble, who kept up his position of being the biggest gun in the company by making the most noise. The elder Kean, or the younger Kean, however, might in vain have emulated the demeanour of either of the two gentlemen who now figured on the stage of the Snoozleton Town Hall. The purple peony was pale compared to Captain Chutney, and a piece of chalk would have made a black mark on Captain Calipash's cheeks. The climax of their rivalry had arrived, and carried them beyond idle words. Seizing his framed and glazed map, which happened to be the first thing that came to hand, Captain Chutney used it as a clown in a circus uses a paper hoop, and in a trice Captain Calipash found himself up to the neck in Central India. The hint was not lost upon Captain Calipash, and seizing *his* map, the purple head of Captain Chutney suddenly protruded from the midst of the Caribbean Sea.

This was hall received by the house, and the applause was deafening.

The amount of intense reality which they threw into their parts is something marvellous,' remarked my father, as the next moment Calipash's calabash split like a segment shell on the crown of Captain Chutney's head; while Captain Chutney's Hindu idol whizzed viciously through the air. 'A leetle *too* realistic, perhaps,' added my father, as the 'Job's tears' beads rattled about his head like a shower of hail.

Of all the curiosities, however, none distinguished themselves so much as the Hindu idol. It just missed Captain Calipash's head, and catching Colleywhobble, K. C. B., well between the eyes, just as he was in the very act of saying, 'Bravvo,' opened those organs in one sense, while it closed them in another.

'Guards!' roared Sir Charles; 'they're in earnest. Turn out the regimental guards! Send them to their rooms under escort; sentries over their doors with side-arms, and loaded with ball-cartridge, by Gad!'

'Are you much hurt Sir?' anxiously inquired Sir Charles's aid-de-camp.

'Am I much hurt, Sir?' Dont be an idiot, or you'll go back to your regimental duty pretty sharp, I can tell you. Am I much hurt, indeed! Try and stop an express train with your head, Sir, and ask yourself if you're much hurt. Dont be a fool, Sir. Go to the devil!'

'This is a disgraceful scene, Sir,' said Colonel Rooteen, who commanded our regiment, and was a capital officer. 'Don't you think, General, that if my adjutant were to bring it officially to my notice, and I were to report it to your adjutant-general, and he were to report it to you, and you were to tell him to tell me to tell my adjutant to tell them to consider themselves under close arrest, it would be the best course to pursue under the circumstances? Or, perhaps, if I were to embody my report in the form of an official letter and send 'Confound your official letter, Sir!' roared Sir Charles; 'I couldn't read it if you were to put it before me. What's an official letter to a man blinded for life by a Hindu idol in both eyes? Away with them at once! I'll smash them both by court-martial, as sure as my name's Colleywhobble!'

By this time the rival lectures had come to close quarters. In the scuffle the screen had fallen over them, and by its violent upheavals the combatants though lost to sight, were evidently pomelling each other under it. Several of their brother officers, now heated on the stage, and in a few moments Captains Calipash and Chutney were on the way to their quarters, in separate flies each guarded.

The inflamed orb of Colonel Rooteen now rested on me.

'Aha!' said Colonel Rooteen, starting back, 'so young in the service, and yet so guilty of "conduct to the prejudice of good order and military discipline," eh!' And Colonel Rooteen handed me up to the General. There was a hurried council of war, the result of which was that Hookey Wilder and myself were ordered off to our rooms under close arrest.

On inquiry, it was evident that I was not to be brought in the matter, and I was forthwith released from arrest. The case of the three other delinquents, however, was left to the decision of the Commander-in-chief. Captains Calipash and Chutney, in consideration of their length of service, were let off trial by court-martial, with a severe reprimand, and were then transferred to other regiments. As the perverse Fates ordained it, Captain Calipash was sent to a regiment in India, while Captain Chutney found himself appointed to a corps in the West Indies, Hookey Wilder was publicly reprimanded in the presence of all the officers, and an assurance was conveyed to him from the Commander-in-chief that on the very next unfavourable report of him, her Majesty would dispense with his services.

Poor Calipash! I often think of him in his exile with a sad feeling. In my mind's eye I see his sallow, earnest face; on my mind's ear there falls, in his tremulous, impassioned tones, the tender inquiry:—

'Know ye the land where the guava and turtle,'

Then in my thoughts his face brightens up, his eye seems to fire, his mouth to water, and I hear once again in his rapturous notes:

'Oh know ye the joys and delights to be got
From sangarree, cassareepe, hot pepper-pot?'

E. MOUNTENEY JEFFSON.

—*London Society.*

SONGS OF THE SESSION.

XXVI. 'WHEN THE STORMY WINDS DO BLOW.'

A LYRIC SLIGHTLY ALTERED FROM CAMPBELL.

'The order for resuming the Committee on the Merchant Shipping Bill was then discharged.'—July 22, 1875.

Ye Mariners of England,
Who sail the stormy seas
In ships which long have lost their class,
Be patient, if you please!
We really can't afford the time
To battle with your foe;
From the House to the grouse
We must very slowly go;
While you sweep through the deep,
And the stormy winds do blow.

The spirits of your fathers
Shall start from every wave,
For the sail it was their winding sheet,
And the rotten hull their grave.
When leaves in chill October fell
Our manly hearts will glow,
As the battle rages hot and strong,
And the pheasants tumble low;
While you sweep through the deep,
And the stormy winds do blow.

Britannia needs no bulwark,
Her coasts are well secured;
Your owners, like their country,
Are pretty well insured:
Snug-seated round their native oak,
They'll quaff the *Clos Vougeot*;
Passing round, bright and sound,
The circling glass will go;
While you sweep through the deep,
And the stormy winds do blow.

The meteor flag of England
Shall still terrific burn,
And if its ships, deck-laden,
Shall chance to overturn,
Why, then, ye ocean warriors,
To work once more we'll go,
Taking still o'er the Bill,
While your gallant hearts lie low,
And your weary ears no more can hear
The stormy winds that blow.

Ye gentlemen of England,
Who mould the State's decrees,
Bethink you of the hours you've robb'd
From supplicants like these:
Your wasted Session wanes, and leaves
No useful work to show;
But the shame on your name
With a deeper red may glow,
When the wintry tempest rages loud,
And the stormy winds do blow—*The World.*

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EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J. T. Davenport, that he had received information to the effect that the ONLY remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is almost valuable remedy in Neuralgia, Asthma, and Dysentery. To Dr. Hisiify owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports [Dec., 1865] that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a